

# Trail Rider

MAGAZINE

December 2002 \$2.95

# ISDE

## SIX DAYS OF HARD LABOR IN THE GIANT MOUNTAINS

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**On the cover:** The Six Days means something different to everyone involved, but to the riders it mostly means six days of beastly hard work and very little reward. But they do it because they can. Lars Valin descends a muddy trail in the rain on day three in the Czech Republic. Photo and prepositional phrases by Bossman.

**December 2002**  
**Volume 32 Number 12**

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**C O M P A N Y**

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**Warning:** You know, we only have so much time. It's important that you enjoy every minute, and I mean that. But it's high time we all treated each other with a little more respect and consideration. This earth is getting smaller every day, and if we continue to ensure that we hate each other we're going find it pretty grim living here before long. That goes for other dirt bikers as well as hikers, dog walkers, whatever. Be nice to people, and you might find that they're not so bad themselves. And ride safe, don't get hurt, and don't sue us if you do. Your fate is in your hands when you ride, in more ways than one.

## For your perusal

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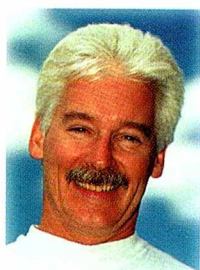
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## Last Over

by Paul Clipper

# Bring Out The Best

**G**oing to the ISDE is always an amazing trip, no matter how routine you might think it's going to be. I went there this year at the last minute, arriving in town the day before the start of competition. I figured I'd get in there and get out, don't mess around, don't waste time. It's all going to be pretty standard, I thought, everybody gets in easily, ride an event that starts out tough and gets impossible in the middle, our team won't win and lord only knows who will wind up as the top American.

Well, I was wrong about a lot, that's for sure. First off, getting there the day before probably isn't the best idea. There's a lot of logistics to take care of before the frenzy starts on the first race day. The major hurdle for someone in my business (manure spreading) is knowing your way around, so you at least have an idea where to go on Tuesday morning. I hadn't really thought that through, so though I got to the race site with no trouble I had no clue where the American hotel was and was completely alienated by the local road system. Luckily, friend and peer Mark Kariya took me under his wing and showed me around the first couple of days. Without that I would have probably found a warm bar somewhere and watched a lot of it on TV. Thanks, Kato!

Secondly, the impound process, the whole routine riders must go through to get their bikes tech inspected and locked away before the event, was far from routine. Yes, for once the American container was there on time, but it seems most of the American riders weren't. Well, the impound date for the US team was the first day that impound was open, and the Americans were informed that if they didn't start tech inspection and impound at 9:00 a.m. they wouldn't be allowed to start the event. This gave most riders not much more than a day to uncrate a bike and get it all set up for a week of minimal maintenance. Not an easy job. Even the guys who rent bikes there have a lot of work to do getting a stock bike set up to suit themselves.

It was a panic scene, or so I was told. I wandered in after all this was over, but it must have been traumatic. Some of the guys looked like they'd already ridden two days jumping through all the hoops the organizing club held out. Imagine the look on the face of the first American rider to be asked in broken English "Where is your side stand?"

"What side stand dude, I race motocross!"

It was crazy. Guys were cutting up pieces of conduit pipe and clamping it to the frame, making it look like a real sidestand. Luke McNeil told me he had to wire on a sidestand every night on the way into impound by removing the chain roller on his bike and bolting on his "sidestand" there. "Every time I walked away from the bike standing there in impound I held my breath, thinking it would fall over," he told me.

It was a ridiculous situation, made even more ridiculous by the riders not having a side stand in the first place. Wait a minute—I'm going to ask the riders a question: You're going to an event with the strictest rules on earth about other people even touching your bike for any reason. Who is going to hold your bike for you in a checkpoint if you have to run off to take a

leak? Are you going to have someone take your bike stand from check to check for you? Are you going to rely on the check crews, people you don't know? What if they're all sick? What if they're all gone when you get there? Okay, I've been to a lot of Six Days—never ridden, but been there—and some of these guys haven't. But one thing I would definitely have for that race is a sidestand, or even better a centerstand if I could get one.

The point of the Six Days is for the rider to be self-sufficient for nearly a week. I know this basic rule has been perverted over the years, and the fact is that riders are basically waited on in every checkpoint any more. But next year, guys, at least allow for something to do with your bike rather than lean it against your thigh all week. Sometimes you might need that thigh somewhere other than being used as a meat sidestand.

We didn't win, of course, never had a chance. The competition is so strong and so fierce. There's no way to get the point across in print about how fast the Finns are, and how dizzyingly fast the riders right

them, and hopefully they'll all be healed and ready to go next year.

About the event getting tough in the middle, well, all I've got to say is it's Six Days, what did you expect? It was also northern Europe in the fall, when the weather is changing, and when those fall rains start dropping on dry ground you'd better be able to suck it up. I've always said that spectating an enduro is the worst ordeal to an enduro rider. Spectating the last three days of Six Days is torture to a Six Days rider. And you know, with non-refundable airline tickets you can't just get in the car and go home early, not without deep pockets.

It poured all night the night of day three, and it was cold. I got up that morning and looked out the window, after listening to the rain beat down all night, and wondered if we would get ANY of our riders to the finish that day. A lot of our riders didn't make it that day, but the majority did. Some of the other countries lost whole teams that day, but most of our guys hung tough.

Fred Hoess definitely hung tough. He overcame potentially disastrous difficulties on day one and nursed his 125 Husky to the finish on the original piston. An amazing feat, but I wasn't surprised. I told him before the event he was the likely choice for top American rider that year, and I believe he thought I was just blowing smoke from my airport-purchased Cuban cigar. Well, I was right—whattaya think of them apples, Fred?

And I've got to go into deep water here a little bit and say a few words about Fred. I know he doesn't have the best reputation among his peers in the ECEA. He's gotten into a few scrapes during his career and hasn't made an overabundance of friends. For some reason, though, Six Days seems to bring out the best in Fred, and no matter what the situation at the time this year he was always polite and calm with the checkpoint crews, even when they were panicking. And, when he was done for the day—he was the first American rider, on number 10—he would hang around the work area for hours helping other riders, coaching them through tire changes, keeping them going. It was just amazing to watch a guy who was setting the best American scores help the Club riders as if their ride was all that mattered to him.

I've watched too many self-absorbed riders over the years impound their bikes, gather their gear and leave immediately for the hotel, muttering about wouldas and shouldas all the way. Fred wouldn't leave until his wife Noel would take him by the sleeve and lead him away from there. Honestly, if there was a sportsmanship award handed out by our team, I would be insulted if it wasn't unanimously given to Fred.

Anyhow, for all its ups and downs, the Six Days was another unforgettable trip. Next year it is going to be in Brazil, at a posh beachfront resort, and it is going to be the most uncharacteristic Six Days in the history of the event. It will be hot, sandy, and the biggest party you've ever been to. Some insiders are already referring to the Brazilian Six Days as the "Six Nights," and anyone wanting to attend better be ready to lose sleep for a week, at least. Highly recommended; now if you want to read about the Old World '02 version of the Six Days, just turn the pages. 

*"There's no way to get the point across in print about how fast the Finns are, and how dizzyingly fast the riders right behind the Finns are. I can tell our guys are freaked at those speeds."*

behind the Finns are. It has a lot to do with experience in that type of racing, but it has plenty to do with the way the Euro events are laid out. We have a grass track in an enduro or a Qualifier around here, and the clubs lay the track out real tight, squeezing a lot of turns into a mile or so of cornfield. The ISDE grass tracks are about a mile and a half long, and every straightaway between the turns is long enough to get you into top gear. And the Euros use top gear, all of it. If they can get 70 mph out of their bike, they hit that speed a half-dozen times in every grass track. I am NOT exaggerating. I can tell our guys are freaked at those speeds, and so they should be—we're not used to it. Even in our motocross, we spend all our time hopping in the air, not going forward fast. Food for thought there.

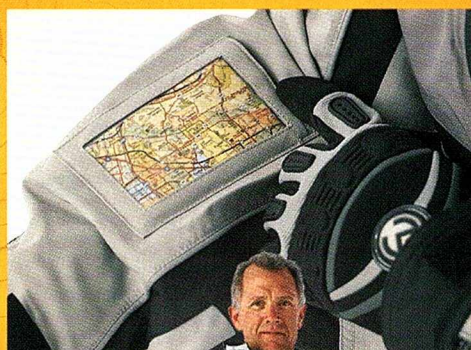
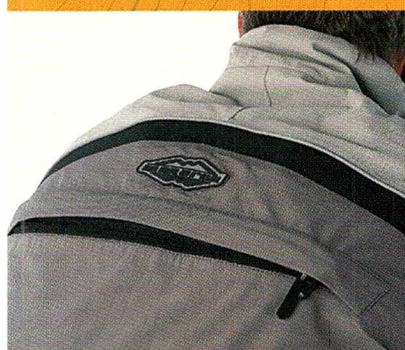
We also had a rather inexperienced crew this year. That's all right, nothing wrong with that; the more guys who get experience somehow, the more experienced riders we have to choose from next year. It was a shame also that Nick Pearson got hurt and couldn't go, because Nick goes well at the Six Days. It's a real shame that Brian Garrahan, another rider who goes really well at the Six Days, wasn't even considered for the team because he only rode two days qualifying this year. Brian should have been begged to attend when Nick opted out, we could have used him.

Not having Nick Pearson there meant not having his brother Russ there to help out, along with their pretty wives and their father Lee; all good people. We missed them this year, it wasn't as good of an event without



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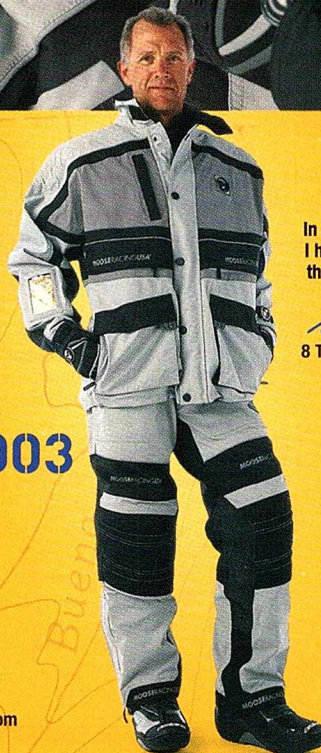


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## Lafferty Clinches Fifth Title

The final round of the AMA National Enduro Series began with three riders taking a shot at the championship. The race was staged in New Paris, Indiana, on November 3, on a tight, technical 100+ mile trail. The start saw defending champion and season long points leader Mike Lafferty (KTM), contender Fred Hoess (Hus) one point behind, and multi-time national champion Randy Hawkins (Yam) nine points behind, with all seeking a win and the title.

The first five mile section saw the top riders scoring a one, with the second section of eleven miles taking four points from Lafferty, five points from Hawkins and Robbie Jenks (Yam) with Hoess scoring a six. The third section of fifteen miles found Lafferty carding a one with Hawkins and Jenks following closely with a two going into the first gas stop.

A thirty one mile section after the first gas stop proved to be the toughest of the day on many riders. Lafferty increased his lead to three points over Hawkins and Jenks by check 10.

At check 11 things had changed once again with Hawkins and Jenks both gaining a point on Lafferty while Hoess ran out of fuel on the long section. Jenks also ran out of fuel before the second gas stop and was forced to push his bike the last mile of trail. With one section remaining Lafferty was ahead by two points over Hawkins with Jenks and Hoess.

Both several points behind after their fuel mileage woes. Hoess problems continued after he missed the second to last check and was disqualified from the event.

Randy Hawkins gave it everything he had and scored a four in the last section, with Lafferty

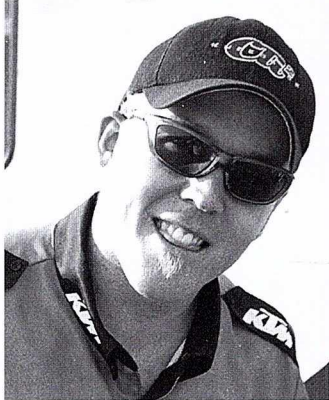
scoring a five and clinching his fifth National Enduro Championship in the last six years. This report was sent in by Pro-Clean, who sponsor Lafferty, Hawkins and Jenks, as well as David Lykke and Barry Hawk, on the National Enduro Circuit. Keep your machine clean with Pro-Clean!

### Final Round Enduro Results

1. Mike Lafferty	KTM 38
2. Randy Hawkins	Yam 39
3. Robbie Jenks	Yam 43
4. Clay Boreing	Kaw 44
5. Rodney Judson	KTM 44
6. Barry Hawk	Yam 44
7. David Lykke	Yam 49
8. Bret Dubois	KTM 67
9. Corey Calkins	KTM 67
10. Brent Floyd	KTM 76

### Final Point Standings:

1. Mike Lafferty, Millville, NJ, (4), 170
2. Randy Hawkins, Travelers Rest, SC, (2), 156
3. Fred Hoess, Stanhope, NJ, (1), 139
4. David Lykke, Bellingham, WA, 115
5. Robbie Jenks, New Straitsville, OH, 109
6. Barry Hawk Jr, Smithfield, PA, 79
7. Clay Boreing, Magnolia, AR, 73
8. Rodney Judson, Malta, OH, 63
9. Matthew Stavish, Minneapolis, MN, 62
10. Tim Taber, Moline, IL, 55



## Two-Strokes in Peril Again

The U.S. Environmental Protection Agency is adopting strict emissions standards that could mean the end of two-stroke trail bikes and All-Terrain Vehicles (ATVs) by 2006, the AMA reports. In announcing the new emissions standards in September, the EPA said the rules "encourage manufacturers of these vehicles to switch from two-stroke engines to cleaner four-stroke engines, beginning in 2006" for trail machines. The federal agency is exempting racing machines from the strict emissions standards, so motocrossers won't be affected, and left the door open for the production of a new breed of two-stroke engines by creating a special, less-stringent emissions standard for "certified competition machines" that could be used for competition and trail riding.

These are the first federal emissions standards created for off-highway motorcycles and ATVs. The EPA has set requirements only slightly less stringent than those in place in California, which have severely restricted two-stroke off-highway machine use there. National requirements for road motorcycles have been in place for more than 20 years and are in the process of being replaced with stricter standards.

Under the new EPA rules, new trail bikes and ATVs would be subject to strict emissions requirements that would be partially phased-in in 2006. Full compliance would be required by the manufacturers in 2007. The requirements wouldn't affect machines built through 2005, but would apply to machines built for the 2006 model year and thereafter. The EPA said it expects that manufacturers will meet

these new standards for trail machines by using four-stroke engines.

When the EPA was putting together the new rules, the AMA urged the agency to avoid regulations that would eliminate two-stroke machines, which are favored by many off-highway riders for their light weight and power characteristics. Instead, the AMA told the agency to consider creating separate emissions standards for four-stroke and two-stroke motorcycles and ATVs. While the EPA rejected the idea of separate standards for four-strokes and two-strokes, it did create a new classification called the "certified competition machine," which could be used for competition or trail riding. The emissions standards for a certified competition machine aren't as strict as those for a trail bike. Theoretically, this could become the standard for two-stroke trail motorcycles.

The AMA also asked the EPA to set specific emissions goals that must be met by off-highway motorcycle and ATV manufacturers rather than mandating what equipment must be on the bikes, such as catalytic converters. The EPA agreed. The AMA also told the EPA to reconsider an idea to restrict the sale of "competition-only" machines to professionals. The AMA noted that most off-highway motorcycle and ATV racing in the United States involves amateurs. The EPA agreed in its final rules, saying it would be "inappropriate" to limit competition machines to professional racers.

Finally, the AMA and others involved in motorcycling presented data to show that the EPA grossly overestimated the annual use of off-highway motorcycles and ATVs and, as a result, overestimated the amount of pollution they cause. The EPA agreed, and that's at least part of the reason the agency decided at this time not to require ATVs to meet even stricter emissions requirements beginning in 2009. For more information, see [www.epa.gov/otaq/recveh.htm](http://www.epa.gov/otaq/recveh.htm).

## ISDT Reunion Success

Hard on the heels of the annual ISDE story, you're going to see a story on the sixth annual ISDT Reunion Ride next month. The event happened the last weekend of October, and 150 ISDT/ISDE veterans and vintage racing enthusiasts descended on Park Hills, Missouri, for a great ride and some serious bench racing. Trail Rider once again made the pilgrimage to the event, and had our usual great time—when was the last time we didn't have fun on motorcycles? Look for the full story in next month's issue, and then start preparing yourself for the Seventh Annual ISDT Reunion Ride next year, since the event is going to be

held in the Berkshires of western Massachusetts, in honor of the 30th anniversary of the first American Six Days in Dalton, Massachusetts, in 1973. Firm details on the 2003 event aren't available yet, but stay tuned to Trail Rider and we're sure to keep you informed.

You can see the CRF-R at [www.hondamotorcycles.com](http://www.hondamotorcycles.com).



Honda  
CRF250X

## New Honda Thumper

Honda has been showing pictures of a new 2004 model on the Internet; actually two models. The CRF250R is a motocross-specific version of the new bike, and the CRF250X is the off-road model, complete with lights, electric starter and CARB (California Air Resources Board) certification for compliance in California. There isn't a wealth of hard facts available on the new bikes, but then again they won't be available until a tentative date of December 2003, so any specifications can change. Reproduced here are some specs on the CRF-X as well as a very tasty photo.

**Engine Type:** 249.8cc liquid-cooled single-cylinder OHC four-stroke  
**Bore and Stroke:** 78.0mm x 52.2mm  
**Carburetion:** 37mm flat-slide  
**Starter:** Electric start, plus kick start  
**Front Susp:** 47mm fork; 12.4 in.  
**Rear Susp:** Single-shock; 12.4 in.  
**Front Tire:** 80/100-21  
**Rear Tire:** 100/100-18  
**Length:** 85.6 inches  
**Wheelbase:** 58.2 inches  
**Seat Height:** 37.3 inches  
**Ground Clearance:** 13.7 inches  
**Fuel Capacity:** 2.64 gallons



## New Jersey OHV Summit

The AMA and ATVA sponsored the Garden State Motorized Recreation Summit in East Windsor, New Jersey, on Oct. 12-13 to cultivate a united voice for the state's OHV enthusiasts. The goal is to help create legal riding areas as well as to fight threats to riding. About 40 dedicated off-highway motorcycle and all-terrain vehicle riders took part in the two-day summit.

The first day featured a "Ride into Political Action" seminar, presented by the AMA/ATVA government-relations team. This seminar is considered basic training for OHV enthusiasts interested in access to public lands.

On the second day, summit participants began work on forming a state-level organization to effectively represent the needs of all OHV users. Russ Ehnes, executive director of the National Off-Highway Vehicle Conservation Council, facilitated the meeting. Participants left the summit with clear goals and with plans to meet again soon to continue work to develop the statewide organization.

"It's critical that New Jersey's OHV riding community work and speak together to fight bad laws and unfair regulation, and to create new public riding areas," said Royce Wood, AMA and ATVA legislative affairs specialist. "The summit participants have taken a very important first step in shaping the future of OHV opportunities in the state."

"The planned statewide association is also very important for educating New Jersey's citizens about OHV enthusiasts," Wood said. "The overwhelming majority of OHV enthusiasts are responsible, law-abiding citizens who simply choose a different way of enjoying the outdoors. It's also important for OHV enthusiasts to recognize that a very small minority of less-responsible riders can quickly endanger what little access to riding areas remains."

In May, New Jersey state legislation was introduced to not only reiterate a regulatory ban on OHV use on state public land, but also to ban events held under special permits, such as enduros. In July, the New Jersey Department of Environmental Protection announced that it would "strictly enforce" a ban on OHV use on state public land. But the department also promised to explore creating at least two legal riding areas for OHV enthusiasts in the near future.

### Autumn Trail Ride By Dean Hyman

Kick it  
Noise  
Two stroke toys

Button  
Thumps  
Four stroke joys

Gas it  
Clutch  
Roll away

Sunshine  
Clouds  
Perfect day

Puddles  
Mud  
Acorn hail

Orange  
Red  
Leafy Trail

Hikers  
Views  
Happy dog

Hillclimb  
Flume  
Cross a Log

Good times  
friends  
Dirt bike fun

Dry clothes  
Beer  
I gotta run.

## Ben Burnham Fund

Twenty year old Ben Burnham, son of famous NETRA rider Freddy Burnham, was injured at the annual Ammonoosuc Turkey Run this year when he hit a hidden rock on the trail and crashed. He suffered a severely broken hip socket and pelvis, as well as a badly fractured wrist. He will be unable to work or even walk for the foreseeable future, and is in dire need of funds to help pay for the tremendous medical expenses associated. Donations are being gratefully accepted by the Burnham family, and the Connecticut Ramblers M.C. has donated all the proceeds from the annual Black and Blue enduro to the Ben Burnham Medical Fund, c/o Webster Bank, 782 Park Ave., Bloomfield, CT 06002. ↑

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# Too Wide?

**A**ll this talk about bike setup, and so far we haven't talked at all about how wide you want your handlebars to be. This is a subject that's guaranteed to cause all kinds of arguments in bench-racing sessions, especially between the motocrossers and the enduro people. Motocross riders and quite a few hare scramblers swear by bars as wide as they can get them. They claim you need "more leverage" when you're going fast, and wide bars are the way to get it. Enduro riders want their bars narrow, so they hit fewer trees going through the woods. Who is right, the motocrosser or the enduro rider?

Well, let's think about it for a minute. You've set your bike up so you can get into a neutral standing position. From that essentially upright position you can crouch down into the attack position, with your elbows out and your butt off the seat. Get your bike up onto a box, get on it and try it out. Standing up. Attack position. The attack position is a lot like doing a push-up on the handlebars, isn't it? Try it out; act like you're riding over rolling terrain and flowing with it by pushing up and down on the bars like you're doing a push-up.

Okay, when you get tired of that go into the house and find a tape measure. Get down on the floor and do a couple of push-ups until you feel comfortable with it. Try your hands at different distances apart on the floor, and find the width that feels natural to your shoulders, so you can do a push-up without straining your shoulders or your wrists, and you feel like you could do a dozen of them no sweat. Now take the tape measure and find out what that distance is between your hands. Right out to the outside of your hands, like you'd be measuring the width of handlebars. I think you're going to be surprised.

Now I'm going to ask a question. If riding in the attack position is like doing push-ups on the handlebars, why on earth would you want your bars significantly wider than the distance that works out to be the most comfortable for doing push-ups?

Try it. Most stock adult handlebars are around 32 inches wide. Get down on the floor with the tape measure pulled open and get in a position with your hands 32 inches apart at the outside and do some push-ups. If you're like most people, you can do a group of push-ups at a natural hand-width and it's no big deal. But spread your hands apart much farther than that and you can feel strain in the front of your shoulders and possibly your arms and wrists. Granted you're not going up and down quite that far when you're riding your bike, but the strain is still there, and over the course of a hundred mile ride you're going to get more fatigued with bars that are too wide than with handlebars

that are narrowed to a more natural width.

What about the issue of leverage and control? Well, if you need the widest bars you can get to feel like you have control over your front end, it sounds like you need some suspension work done. Or a steering damper. Or a new front tire. It's like the holy trinity of your front end, and the most important is suspension.

We have a KTM 400EXC here in the stable that is getting to be one of the oldest bikes here. When we first finished testing it we installed a WER steering damper, more because we had the steering damper


forks. We sent the suspension units away to him and when they came back the bike was worlds better. After some careful tuning on the damping clickers and setting the right ride height on the forks (flush with the top triple clamp), the bike felt great on the rocks. It may have been a little soft for fast GNCCs, but overall it suited our riding style better.

So we rode it like that, with the new suspension and old steering damper, for a couple of months. Eventually we installed an E-Line dual sport kit on the bike. In doing so we had to change the headlight, and with the new headlight the steering damper simply wouldn't fit. We could have carved up the headlight shell, but once we were done that the headlight would have fallen apart. So we put the steering damper back on the shelf, and reluctantly went riding without it.

And you know what we found out? The bike worked perfectly fine without the steering damper. It felt absolutely no different with the steering damper off the front end. There still was no head shake, no bad manners at all. Amazed, we went back to Drew, an expert on this sort of thing, and asked him why we would get a result like this. He laughed and said it was a tough call for him, being a manufacturer of a steering damper and all, but if the suspension is perfect, and the basic geometry of the bike is sound, you shouldn't need a steering damper. "With a lot of bikes the steering damper helps correct basic chassis flaws that most riders can't correct," he told us, "but if you're lucky enough to get everything right, chassis and suspension wise, you're only going to see a steering damper benefit in extreme riding situations."

So we had a bike that reacted great, first with a steering damper and then better with no steering damper and a perfectly tuned suspension. The tires we changed according to need, and we rarely run tires that are worn badly. We had no need to fight head-shake or a bouncing front end with wide handlebars, so our 28-inch specials felt fine.

So, we're back to handlebar width. If your suspension is set up perfectly and you don't suffer from head shake or any other scary front end reactions, there doesn't seem to be any reason for using handlebars that are uncomfortably wide. Need wider bars to fight a worn-out tire? Get a new tire, cheap skate!

In the mean time, get out the tape measure and get down on the floor and do a few push-ups on it. Then measure your handlebars and check the difference. And if you find out you can't do any push-ups, better get yourself to the gym! 



*How wide do you want those bars?*

sitting on the shelf in a box, fresh off another bike, and we hated to see it sit. It made the 400's front end feel a lot better; made the bike handle better and we liked it. At the time we were riding a lot of GNCC events, which are mostly high speed, fast riding.

Eventually the season changed and we started riding in the rocks with the 400. Steering damper or no, the front end felt ratty on the bike. We needed to re-valve the forks so that the front end felt better in nasty rocks. We talked to Drew Smith at WER, and he told us that one main problem with that year of 400 was the damping characteristics of the rear shock, primarily, and to a lesser extent the



# THAT FAMILIAR FE

Taking the title fight to the bitter end

## High Point GNCC

Round 11, Mount Morris, PA

**A**m-Pro Yamaha's Barry Hawk has been talking like a win was just around the corner. At High Point, Hawk's home track, he made a believer out of himself and the rest of the field.

"I wanted it so bad," said Hawk, an Am-Pro/Yamaha/Morgantown Yamaha/MSR/Bridgestone pilot who hails from nearby Smithfield, PA. "And I know everyone comes into these races wanting to win. But something changed for me over the summer. I really, really want it now. You can ask anyone who's winning what it is, it's like you go into this other mode. I did that this summer. I want it more than I ever have."

That's saying a lot, considering Hawk is a former seven-time GNCC Champion on ATVs. The rest of the High Point field wasn't as fortunate. Team Green vet Fred Andrews finished second, and defending series champ Rodney Smith was third. But they had a tough race. A lack of summer rain turned the High Point dirt into silt, which kept air filters clogged and positions at the front of the pack in a constant state of change.

It was a lot like the GNCC points race, which has been turned upside down recently. Yamaha's Jason Raines seemed destined to win the title a few months back, but then he broke his leg at the Wisp GNCC in Maryland. Even after spending the two-month series' break working through grueling therapy sessions, he was unable to return to his previous form. At High Point, Raines twisted his leg in a rut and pulled out in pain, essentially eliminating himself from title contention.

"I felt pretty good early, but then I caught the leg in a rut and it really started hurting," said the friendly Washington native. "It never started feeling any bet-

ter. It's just been 24/7 pain for me for the last few months, and it's hard to deal with. I'm just watching it all slip away now."

The Raines injury should have opened the door for perennial AMA Enduro Champ Mike Lafferty. But then he broke his shoulder riding at the KTM dealer show. He raced High Point six weeks later, but he wasn't 100 percent. The benefactor of all of this was Smith, who has gone from some 50 points back into the series lead.

Combine the silty conditions and the title ramifications, and High Point was a thriller. The 11-mile course incorporated the famed High Point Raceway motocross track into its loop of woods and field crossings. Most of the course was a wide-open, high-speed affair, but GNCC Trail Boss Jeff Russell slowed things down a bit by running the riders through some stream crossings.

Team FMF/Suzuki started the day strong when all three of its riders, Smith, Steve Hatch and Mike Kiedrowski, took off in the first three spots. Hawk and Andrews started poorly, and Lafferty and Raines were struggling. It looked like a Suzuki podium sweep was in the works, especially when Kiedrowski, who has won many a motocross as High Point, took the lead and looked strong. But on a course loaded with silt berms, his bike began to sputter with a clogged air filter. The



Fred Andrews (3) got out front and got away in Ohio, adding to his win list and moving up in the points. Right: The Hawk family is all smiles after winning the overall at Mt. Morris.



Through consistent riding and sheer tenaciousness, Rodney Smith (1) is in the cat bird seat after a very slow start this season. Going into the last race Smith has gone from muddling around in fifth or so to being the man to beat at the season closer in Crawfordsville, Indiana, and a real contender for the overall title once again.

race was about to get interesting.

High Point wasn't a dusty race in the traditional sense. Vision wasn't too big a problem, but the silty ground and fast pace kept air boxes clogged. "My mechanic Doug Whitmer put two filter skins on," said Hawk. "We did the same thing in (the previous race) Ohio, but I think the pace was faster today, so you were getting on the throttle harder and sucking in more dust. I had to pull a filter skin on the first lap. But then I started passing guys slowly on the first lap. Everyone was having problems and I was moving by them."

Getting a rider to stop for a clean filter during a race is hard. When Hawk ran into his own filter problems, his team actually pulled him off of his bike and forced a filter change while he was pitting for gas. Meanwhile Smith, who believed his filter was good enough to last another lap, went speeding by against the wishes of



# ELING

By Jason Weigandt



his pit crew. By the time he reached the end of pit row, his bike started to miss. He had would have to ride an entire lap with a bad filter, hoping his engine wouldn't blow and cost him a championship. "One minute I was in the lead, the next minute I didn't think I was going to even finish," said Smith. "I didn't think I would make it around, I even had to push my bike up some hills."

With Smith slowing, Hawk regained the lead and pulled away. Behind him, KTM's Brian Garrahan rode carefully and took over second, but then he was passed by Andrews. Then Garrahan tagged a tree and injured his shoulder. Lafferty, getting more confident each lap, started moving forward when he was somehow able to keep his filter clean. But then he smashed a rock and ripped the rear brake line off of his bike. This opened the door for Smith and Kiedrowski, both equipped with new filters, to move back to the front of the pack.

But Hawk was the real star of the day, taking his second career GNCC win. "It all clicked," said Hawk. "When I first won on a quad, it took a year and a half to get another one, and then I started winning championships. So maybe this will be the same."

Andrews was happy with second. "It was tough," he said. "It was easy for me to stay focused because I got so mad having to change filters twice. I feel like I rode my hardest, so I'm happy. Congratulations to Barry. I know he's been working really hard at this."

The GNCC Amateur pack was led by another superb ride from 250 A rider Andy Shea. The Hamilton, Ohio, native scored ninth overall on his KTM, his second

top-ten finish of the season. Jeff Fischer won the Vet A class on a YZ426F, and he finished 14th overall. Fischer is a full-time engineer who races when he finds time, so this was quite a performance. Charles Mullins, a 16-year-old, won his second 200 A race in a row and finished 17th overall.

Keith Rodgers finished 22nd overall and won the Senior A class, so score one for the experienced. Darius Lattea won the Four-Stroke A class on a Yamaha and finished 21st overall. And Duane Sprouse finished 23rd and won the Open A class. Duane is on the comeback trail after breaking his back and getting out of racing for a few years, but he's definitely on his

way now.

The morning race was won by FMF Suzuki mechanic Shane Nalley, who wins a whole lot on his DRZ racing the Industry class. Heather Wilson once again headlined the Women's class on her Kawasaki, as she topped fellow Team Green racer Heidi Landon by an amazing eight minutes. Terry Mealer finally got back in front of former AMA enduro champion Ron Bohn to win the Super Senior A class.

In Youth competition, Adam Giddings rode his brand-new Suzuki RM 100 to the overall win, battling wheel-to-wheel with rival Thad Duvall all day. Giddings got the win by just two seconds. Mini Senior rider Cody Calkins appeared to have the overall win in hand until he clogged his air filter, which allowed Christopher Robertson to sneak past into the Mini Senior win and third overall.

Kaliub Russell took the Mini Junior win, while Corey Buttrick continued his undefeated season with a Mini 65 victory.

## Power Line Park GNCC Round 12, St. Clairsville, Ohio

After Hawk took a win in front of his local posse', all eyes turned to Andrews for the next race in Ohio. Andrews is almost unbeatable on his home turf, and at Power Line Park, he didn't disappoint. Fast Freddy romped to his second win of the season and launched himself into second in the series standings with one round remaining.

"I've got a big advantage over all of these guys here

because I have so many people rooting me on," said the Team Green/Kawasaki/Cornwell Tools/Pro Circuit/Moose/Scott-backed rider. "They really keep me going. I have to win for them or I'll let them down. Ohio's good to me."

Hawk continued his strong riding with a second overall, and Kiedrowski also rode well for a third. Early-weekend rains created a welcome dust-free track. And GNCC Trail Boss Jeff Russell looped in several sections of tight virgin terrain, which made the course very challenging. "It was a gnarly track," said the former AMA Motocross Champ. "It had a couple mud holes where you really couldn't see the lines. There was this one section that was like a river, and there must have been fifty ruts and an uphill. It was tough."

The course set the path for the ever-tightening GNCC points race, as points leader Smith was involved in a big pileup in a mud hole early and had to fight from behind. He could only muster a fifth, which brings Andrews to within 11 points of him heading into the final round in Indiana. Lafferty, who ran strong early in the race only to fade back to eighth, sits third one point behind Andrews, and Kiedrowski is just 15 points back of the lead. Having four riders with a legitimate shot at the title with one round to go is almost unheard of, so the Ironman GNCC should be one to remember.

Smith must finish third to claim his fourth GNCC title if Andrews wins the series finale. But Andrews isn't thinking about points. "It seems like I'm always chasing that Rodney Smith guy," said Andrews. "I know Rodney's got a few points on me going into the last round, and he will do what he needs to do. I'm not counting points; I just want to get wins. That's what people remember."

The Power Line Park GNCC pro field was exceptionally large as a bunch of top amateurs turned pro after clinching class championships. Most notable was Andy Shea, the 250 A Champ who had been turning in top-ten overall rides all season. Shea was fast, but he blew a shock and lost time while his infamous New Jersey-based pit crew of Milt and Dougie bolted on a new one.

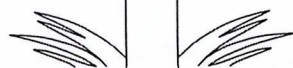
Former series champ Shane Watts was ready to win following months of rehabilitation on his injured wrist. He ran with the leaders for three laps, but then pulled out when his hand got so tired that he couldn't even pull in the clutch.

Jason Raines was missing from the field, as the would-have-been series champion broke his collarbone in a local race a week before the Ohio round.

When the green-flag waved, Andrews, Hawk and Sport Cycles Yamaha's Robbie Jenks battled for the early lead. Andrews held the point at the end of lap one, while Smith, Shea, Steve Hatch, Chuck Woodford and other contenders went down in the very first mud hole. "Cole Calkins crashed in the first mud hole, and I hit his bike and flew off the trail," said Smith. "I had a tough time catching up."

Smith joined up with Woodford, who lives just minutes from the track, to put on a spectacular charge

IF YOUR ALUMINUM  
SPROCKETS ARE  
SAYING GOODBYE





Andrews can stay out of the shop even longer if he can win the Ironman and capture the series title. It's been a wild year for the GNCC pros, and it appears that there's one more good race yet to go.

- Vet A**
- |                  |     |
|------------------|-----|
| 1. Jeff Fischer  | Yam |
| 2. Dennis Decker | KTM |
| 3. Jeffery Hursh | KTM |
| 4. Gary Stoffer  | Suz |
| 5. Todd Marrow   | Gas |
- Senior A**
- |                  |     |
|------------------|-----|
| 1. Keith Rodgers | Kaw |
| 2. Jeff Murgel   | Yam |

- |                       |     |
|-----------------------|-----|
| 5. Gary Bisang        | KTM |
| <b>Senior B</b>       |     |
| 1. Benjamin Smith, Jr | Yam |
| 2. James Vicheck      | Hsq |
| 3. Mark Yukevich      | Yam |
| 4. Charles Cress      | Gas |
| 5. Aaron Flowers      | Yam |
| <b>Industry</b>       |     |
| 1. Shane Nalley       | Suz |

- |                    |        |
|--------------------|--------|
| 4. Tim Farina      | Suzuki |
| 5. Jase Burnfield  | Yamaha |
| <b>Open C</b>      |        |
| 1. Jason Barkand   | Yamaha |
| 2. Tom Brown       | KTM    |
| 3. Dan Doerr       | Gas    |
| 4. Dusty Fleetwood | KTM    |
| 5. Earl Hose, Jr   | Honda  |
| <b>250 C</b>       |        |

- |                     |          |
|---------------------|----------|
| 4. Zachary Ray      | Suzuki   |
| 5. Nicholas Hughey  | Kawasaki |
| <b>Mini 65</b>      |          |
| 1. Cory Buttrick    | KTM      |
| 2. Justin Frederick | Kawasaki |
| 3. Brain Rickard    | Kawasaki |
| 4. Corey Macdonald  | Kawasaki |
| 5. Ryan Kemper      | KTM      |



# Powerline GNCC

## Class Results

1. Fred Andrews	Kaw	<b>Open B</b>	5. Justin Maxwell	KTM	<b>200 C</b>
2. Barry Hawk, Jr	Yam	1. Randy Smallwood	KTM	<b>Super Senior A</b>	1. Nate Elkins
3. Mike Kiedrowski	Suz	2. Aaron Snyder	KTM	1. Ronald Bohn	Yam
4. Chuck Woodford	Kaw	3. G. Cain Blackwood	Yam	2. Frank Erbe	Yam
5. Rodney Smith	Suz	4. Kevin Cozzi	KTM	3. Rick Graszal	KTM
<b>Open A</b>		5. Raymond Krohn	KTM	<b>Super Senior B/C</b>	4. Richie Elkins
1. Adam Fennel	KTM	<b>250 B</b>		1. Don Rye	Kaw
2. Brian Gueththoff	Yam	1. Kevin Coffee	Yam	2. John Dunn	Hsq
3. Richard Feth, Jr	Yam	2. Phil Smith	Suz	3. Glenn Adams	Yam
4. Shawn Jackson	Yam	3. Keith Jeziorski	Yam	4. Joe Klingensmith	Yam
5. Raleigh Thompson	Gas	4. Chris Buzzelli	Suz	5. Dick Sweat	Hon
<b>250 A</b>		5. Joshua Gaitten	Yam	<b>Senior C</b>	
1. Ryan Rodgers	Kaw	<b>200 B</b>		1. William Henslee	Yam
2. Aaron Branham	Suz	1. Kyle Chaney	KTM	2. Sam Appis	Yam
3. Chris Gallt	Kaw	2. Travis Green	Kaw	3. Jerry Nichols	Kaw
4. Ben Bouwens	Yam	3. Brandon Rainey	Gas	4. Chris Cowden	Kaw
5. John Barber	Suz	4. Justin Tucker	Yam	5. Don Harry	KTM
<b>200 A</b>		5. Jonathan Woodford	Kaw	<b>Vet C</b>	
1. Brett Zofchak	Kaw	<b>Four-Stroke B</b>		1. Aaron Bollinger	Suz
2. Charles Mullins	KTM	1. Brian Melik	Yam	2. Douglas Day	Suz
3. Mike Mihalik	KTM	2. Brian Howell	Yam	3. Tim Farina	Suz
4. Bobby Hundall, Jr	KTM	3. Brandon Grossi	Yam	4. Dino Colaanni	KTM
5. Michael Jolly	KTM	4. Eddie Bell	Yam	5. F. Douglas Mohr	Yam
<b>Four-Stroke A</b>		5. James Horn	KTM	<b>Four-Stroke C</b>	
1. Scott Guinter	Hon	<b>Vet B</b>		1. Brandon Bollinger	Yam
2. Kelvin Hull	Yam	1. Larry Musick, Jr	Yam	2. Chris Pena	Yam
3. Gregory Gillian	Yam	2. Kevin Dalpiaz	Hsq	3. Ben Carman, Jr	Yam
4. Justin Williamson	KTM	3. Ted Zak	Yam	4. Erick Hendon	Suz
5. John Grimm	Hon	4. Eric Jordan	KTM	5. Harry Jones	Yam
<b>Vet A</b>		5. Gary Bisang	KTM	<b>Open C</b>	
1. Jeff Fischer	Yam	<b>Senior B</b>		1. Cecil Rose	KTM
2. Dennis Decker	Suz	1. Benjamin Smith, Jr	Yam	2. Dan Doerr	Gas
3. Richard Burbick	Gas	2. Mark Yukevich	Yam	3. Earl Hose, Jr	Hon
4. Jeffery Hursh	KTM	3. Aaron Flowers	Yam	4. Dusty Fleetwood	KTM
5. Gary Stoffer	Suz	4. Ray Drugmand	Suz	5. Christopher Rupp	Hon
<b>Senior A</b>		5. Robert Mormile	KTM	<b>250 C</b>	
1. Keith Rodgers	Kaw	<b>Industry</b>		1. Kevin Korn	Kaw
2. Tanner England	Yam	1. Shane Nalley	Suz	2. Brian Becker	Suz



Five weeks after breaking his shoulder, Mike Lafferty was back on it at Mt. Morris, trying to defend a points advantage from Smith and Andrews but not having much luck after ripping his rear brake hose off.

As for the Amateurs, Ryan Rodgers took advantage of Shea's 250 A graduation to claim the class win and 13th overall. Jeff "The Engineer" Fischer took another Vet A win, while Brett Zofchak clinched the 200 A title with a win. Scott Guinter won the Four-Stroke A class and finished 22nd overall, and Adam Fennel won the Open A class on a KTM.

The morning race was graced by 1988 Blackwater 100 Champion Tim Coombs, who came out of semi-retirement (if that's possible) on a box-stock Honda CR500. Timmy started dead last in the Industry class, but somehow took the early lead at the end of lap one. He led for about an hour and a half before pulling out due to dehydration. But it was fun!

Shane Nalley won the morning overall and the Industry class on his DRZ 400, with Richard Lafferty, brother of Mike, in second.

Heather Wilson and Heidi Landon put on one of the best battles of the year in the Women's class, with the two Team Green riders battling back-and-forth all day. Wilson had the speed, but Landon rode error-free to hold the lead all the way until the last lap. There, Wilson made the final pass to secure her sixth win of the year, and with it the Women's Championship in her first year racing the GNCCs.

The GNCC Youth season wrapped up with an overall win by Cody Calkins, while Thad Duvall won the Mini Intermediate class and took second. But the big story came from the Mini 65 class, where Corey Buttrick won for the ninth time, making him undefeated in 2002. That's an incredible performance. Corey is sure to make his mark on the sport soon. ⬆



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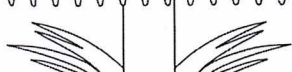
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# K.P. DUTY

## Plenty of Surprises at the King Philip National

The first surprise at the King Philip National was that series points leader and reigning enduro champ Mike Lafferty wasn't going to be there. Lafferty was healing from a broken shoulder, and although he had gotten a tentative okay to ride he'd decided not to push it and wait until the next weekend to stage a comeback, at the Mt. Morris GNCC. This left the door wide open for anyone wanting to collect points on Lafferty, and one rider really interested was Yamaha's Randy Hawkins, second in the standings by almost 40 points. A sweet win in Massachusetts would move Hawkins within 10 points of Lafferty and really make the last two races of the season interesting. You can bet that Randy was smacking his lips over this one.

The second surprise came later in the day when all the non-local riders started realizing just exactly how rocky it is in King Philip country. We actually witnessed a little bit of complaining here and there that the course was so tough and grueling. Good thing they didn't have to ride Rhody in June this year, huh?

With all due fairness, the KP Trail Riders know what they're doing when they lay out their annual enduro. They design a course that is guaranteed to grind every rider down, as far down as they can. Then they cut the C riders out early so they can actually say that they finished the event. Nothing gets ignorant or impossible on the course, it's just unrelenting rocks and tough riding, this year for about 110 ground miles. A long day.

Hawkins was full of confidence at the start, looking forward to a good day's ride, but he was literally blown away by what happened next. Hawkins had been riding his bike for two days down at Kevin Hines' house, and everything was hunky-dory. When he started the race he didn't get two miles from the start line before he knew that something was drastically wrong. His bike was running so ratty, almost as if the jet needle had broken off in the carb.

He thought the ignition was going bad, so they quick changed the ignition out on the course. No good. He thought maybe something was wrong with the carburetor, so they ripped the carb off Randy's practice bike and changed carbs after the grass track. Still didn't help. "We all wound up in a gas station parking lot, changing things, throwing parts everywhere, just trying to get him going to salvage some points," said Dale Stegal, Randy's mechanic.

In the end the actual problem was so stupid none of them would have believed it. They had been practicing with a race muffler, and Hines told them they might as well get a spark arrestor in there because the club was going to be really strict about spark arrestors (and they were). So Dale took a piece of Super-Trapp spark arrestor

screen out of a four-stroke muffler and wired it into the throat of a brand-new silencer for Randy's YZ two-stroke. Who would have guessed that in the first couple of miles enough loose fiberglass from the

inside of the muffler would blow back and clog that screen tight? "Do you know anybody who can have as much bad luck as I've had over the past few years?" Randy said to us. "Just when we thought we were getting a break, here it comes again." It wasn't until the end of the day that they realized they could have stabbed a big screwdriver in the end of the silencer and cured the bad-running bike immediately. Hawkins packed up with a DNF and left Massachusetts with the same points deficit he'd arrived with.

With no early knowledge of what was happening to Randy, Fred Hoess tore out of the start like a man possessed. Hoess was sitting third in points and had just as much to gain as Hawkins did. Hoess was riding on minute 22, a row in front of David Lykke, who was also in the top five of the season standings. Randy started on 25, so all either of them knew was they were going to keep Randy behind them, or die trying.

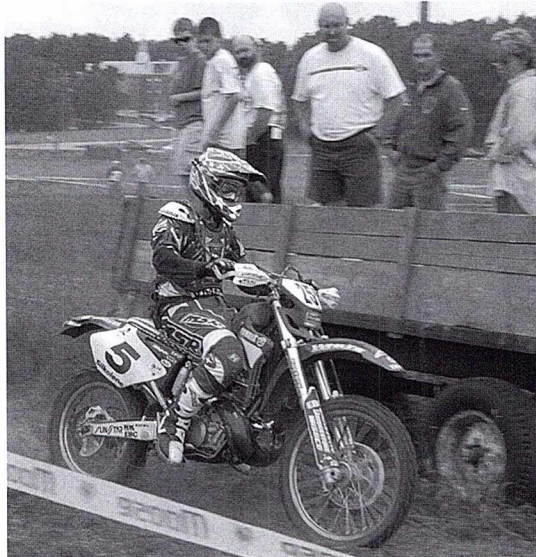
Hoess used his rock riding practice from the PST National Hare Scrambles a couple weeks before to quickly find his pace in the rocky woods, and checked out of the first section five points down. Lykke was close, but not that close, and the only rider to get within a point of Hoess was Kevin Hines, riding a Yamaha "YZE" 125 out of Razee's. Hines has been all but retired for years, but if anybody was thinking he'd slacked off on his training this race would put them to shame.

The next section was KP's grass track, which was ribboned-off in the legendary location of their long-gone hare scrambles. Hoess came barreling out of the woods like he was on fire, and charged through the grass track carding a 3:54. He was the only one who made that particular flip, with Hines coming through with a 4:15. GNCC Yamaha rider Barry Hawk was on hand, and completed the section with a 4:28, and Lykke did it in 4:30, and then a group of local riders came through with four points right behind them—Jerry Madore had a 4:55, Hans Neff a 4:49, Neil Dennett had a great 4:18 and Pete Tanner had a 4:48.

A short section followed and once again Hoess had the upper hand, coming out with a two point loss, while everyone else dropped more. Three



Fred Hoess (above) digs for traction on the grass track section of King Philip, heading for the lowest score of the day. Below: Randy Hawkins had a day he'd rather forget, with a plugged spark arrestor forcing him into an eventual DNF and no national points for the ride.



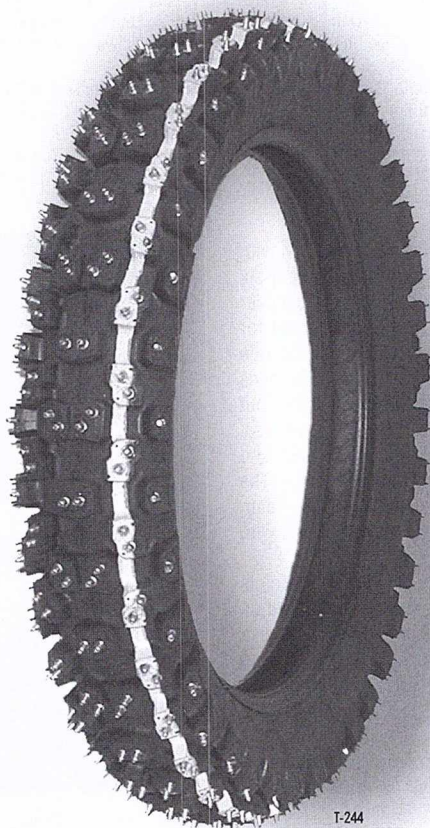
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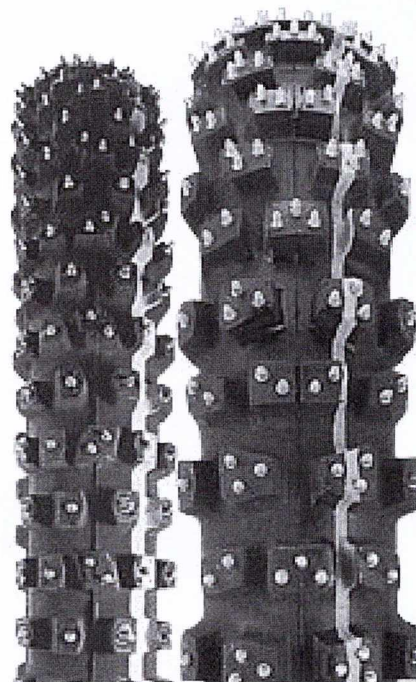


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point scores included Hines and Neff.

Hawk and Lykke were staying close in points and getting their sea legs on the rocks, but the next section proved to be their downfall. A fast, open stretch of trail contained an obvious right turn, but a direction arrow that pointed straight ahead. Just a few riders came into that stretch with their head down and followed the old trail, and then found themselves back on the course again. Unfortunately, in making the wrong turn they had missed the seventh check. Hawk and Lykke were two of the wrong-turners, and also some of the Team Husaberg riders. There was a fair amount of shouting over this at the finish, but the AMA rep was there and went out to the section with the club members and declared the trail and arrowing was all okay. The check would stay in, the riders who



missed it would not.

After check seven the riding was pretty mellow, with top riders just dropping a few points at the next six checks. The last section of the day was the clincher though, a 19 mile test of will that was reserved for only the A and B riders. Hoess, who seems to ride slower in the morning than he does late in a race, once again hauled through the test and dropped a nine out the other end, two points better than anyone else. Hines was once again closest with 11 points lost, and then the rest of the scores went up from there. The best double-A score behind Hines came from Team Husaberg rider Matt Stavish, who came through with a 13.

In the end, Hoess took the overall win with 30 points lost, and the "retired" Kevin Hines was second with a 35. Matt Stavish finished third, scoring his best finish of the season so far, and the points he gathered from this lifted him from 10th in the series to sixth.

The High Point A prize went to George Villanyi, a

*Left: You haven't seen this guy at a national enduro lately. Kevin Hines showed he's still in shape by taking second overall. Right: Matt Stavish basks in the glow of a good ride and a spot on the podium.*

<b>KPTR Big Stones National</b>		
<b>Class Results</b>		
<b>Overall High Point</b>		
Fred Hoess	Hus 30	
<b>A High Point</b>		
George Villanyi	KTM 52	
<b>B High Point</b>		
Robert Lyceff	KTM 93	
<b>C High Point</b>		
Normand Roy	Hon 65	
<b>AA National</b>		
1. Fred Hoess	Hus 30	
2. Kevin Hines	Yam 35	
3. Matt Stavish	Hbg 47	
<b>AA NETRA</b>		
1. Raffi Peterson	Yam 48	
2. Jerry Madore	Yam 49	
3. Hans Neff	KTM 50	
4. Neil Dennett	KTM 50	
5. Peter Tanner	KTM 53	
<b>A Bantam</b>		
1. Russell Epley	KTM 53	
2. Dan Selvidio	KTM 63	
3. Kerry Clark	Yam 64	
4. Andy Hill	KTM 68	
5. Jason Watkins	G-G 73	

<b>A Light</b>		
1. Carl Andrews	KTM 62	
2. Art Korn	Hon 62	
3. Larry Silvia	G-G 69	
4. Bill Sironen	KTM 70	
5. Tim Baker	KTM 78	
<b>A Heavy</b>		
1. George Villanyi	KTM 52	
2. Jim Mitchell	Hon 63	
3. Mark Toth	KTM 68	
4. George English	Hus 99	
5. Keith Goodell	KTM 126	
<b>A Four-Stroke</b>		
1. Alan Rustici	KTM 66	
2. D. Carlson, Jr.	Yam 68	
3. Pat Armstrong	Hon 76	
4. Matt Joachim	Hus 123	
5. Jerry Randall	KTM	
<b>A Veteran</b>		
1. Mike Sigety	KTM 53	
2. Rich Seymour	Hon 74	
3. Geoff Wuriltzer	Hon 77	
4. Austin Jalbert	Hon 83	
5. Mark Bouvier	Yam 88	
<b>A Senior</b>		
1. Jeff Kirchner	Kaw 61	

2. Roger Rodrigue	Hus 63	
3. Sam Fischer	CRE 66	
4. Paul Reschke	KTM 68	
5. Randy Mastin	84	
<b>B Bantam</b>		
1. Dean Huff	G-G 98	
2. G. Diedrich	KTM 100	
3. Jeff McDougal	KTM 129	
4. Brian Thomas	KTM 177	
5. Russell Kibbe	KTM 187	
<b>B Light</b>		
1. Jim Adams	Yam 97	
2. Ben Kimball	Yam 131	
3. Dennis Carr	Hon 71	
4. Peter Belanger	KTM 119	
5. Dan Marrs	CRE 25	
<b>B Heavy</b>		
1. D. McKosky, Jr.	KTM 125	
2. Gary Ryan	KTM 127	
3. Steve Sheppard	KTM 85	
4. Jim Royce	KTM 140	
5. D. Galisewski	KTM 33	
<b>B Four-Stroke</b>		
1. Joe Volpe	Yam 112	
2. Jeff Booth	Yam 160	
3. B. Andrychowski		

4. Mike Stone	G-G	
5. John Przybylski	KTM	
<b>B Veteran</b>		
1. Jimmy Bates	Hon 100	
2. Tim Weaver	G-G 109	
3. Don Quinn	Yam 136	
4. David Gargiulo	G-G 136	
5. Lloyd Paterson	Kaw 175	
<b>B Senior</b>		
1. Robert Lyceff	KTM 93	
2. Steven Lewis	KTM 95	
3. M. Schrimsher	KTM 103	
4. Russ Waters	Kaw 152	
5. Dave Geller	CRE 165	
<b>C Bantam</b>		
No competitors		
<b>C Light</b>		
1. Pete Menard	KTM 84	
2. Wes Lohr	Hon 92	
3. Gene Howe	KTM 131	
<b>C Heavy</b>		
1. Richard Hannan	KTM 69	
2. Steve Wilkins	45 ck.3	
<b>C Four-Stroke</b>		
1. Lou Saccoccio	Hon 95	
2. S. Chapman	KTM 105	

3. Norm Noble	Yam 123	
4. Peter Rossi	Can 147	
5. Todd Beety	KTM 194	
<b>C Vet</b>		
1. Normand Roy	Hon 65	
2. Paul Keller, Jr.	Yam 98	
3. Todd Jones	G-G 122	
4. Michael Waters	G-G 123	
5. Brent Snyder	Kaw 156	
<b>C Senior</b>		
1. Doug Morrison	KTM 80	
2. Tom Law	G-G 104	
3. John Davy	KTM 111	
4. Linus Howard	KTM 125	
5. Jim Tyer	KTM 128	
<b>Super Senior</b>		
1. Tom Ebersole	KTM 55	
2. Bill Johnson	Hon 62	
3. Irv Witkop	KTM 75	
4. Dave Mathison	Hon 126	
5. John Corliss	G-G 185	
<b>Masters</b>		
1. C. Sharphorn	KTM 214	
<b>Women</b>		
2. Amanda Mastin	KTM 93	
3. Debra Quinn	Kaw	



Senior rider from Colorado who put in a great ride and finished with a 52. Robert Lyceff won the High Point B trophy with a 93 card, and Normand Roy was the High Point C winner with a 65 (remember, the C's rode a shorter course).

With two more races in the series the KP National has tightened up the points chase a little, and this win moved Fred Hoess up a spot in the standings. Following this race we have Mike Lafferty still in the lead with 140 points, Hoess in second with 114, Hawkins in third with 101, David Lykke in fourth with 89, and Robbie Jenks sitting in fifth with 70 points. The next round is in Delaware on October 27, followed by a new round in Indiana, on November 3. ↑

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# KOPPING THE WIN

*Kopp wraps it up, while Hoess starts a streak*

**R**eported in this space last month, Aaron Kopp unofficially clinched the 2002 ECEA Enduro Championship after the Michaux Enduro (round 14), despite working the event rather than riding it! This was accomplished as Fred Hoess (Hus) took the overall win, relegating multi-time ECEA champ Jack Lafferty Jr. (Suz) to runner-up status. This ended any hopes (as far fetched as it may have been) of Jack overcoming Kopp's substantial series points lead.

If there was any doubt about the ECEA champi-

onship points race, Kopp laid them to rest the following week at VFTR's Moonshine Enduro. An event missed only under duress (for us a spousal HS reunion—aak!), there was nonetheless a full field of former ECEA champs and top racers out to give Aaron a run for his money. Kopp didn't claim the overall on this day, an honor earned by Dale Swiegart (Yam). However, his second place seeding left little doubt that he would repeat as champion. Other top finishers at Moonshine were Bill Atkinson (KTM), Jack Lafferty Jr. (Suz) and Chris Smith (Suz), who placed third through fifth overall, respectively.

## Michaux Enduro Round 15, Shippensburg PA 9/8

Fred Hoess came out to the Michaux enduro and once again made winning look easy. The Team Husky rider bolted out in front of the pack and bettered everyone by a full point at each check, finishing up the day with 12 points lost. Hoess' competition for the day couldn't get any closer than six points back, with a trio of 18-point scores chasing him into the finish. Jack Lafferty Jr. (Suz), John Burgard (Hus) and Mike Bradway (Hon) all tied at 18 at the finish, and the tiebreakers broke their score in that order.

Hoess' win moved him farther up in the ECEA standings, but did not affect Aaron Kopp's points lead in the series, since Hoess has skipped so many ECEA events in favor of the AMA Nationals this year. Kopp's main rival is Jack Lafferty Jr., and interestingly enough Hoess's win today unofficially handed Kopp the ECEA enduro championship once again, even though it was Kopp's club (South Penn) that was putting on the Michaux and Kopp was working the



Aaron and Erin Kopp sat and worked scoring, and watched the ECEA championship drop in Aaron's lap—after a season of hard work. Left: Joel Dengler topped the field at Scrub Pine.

event. Lafferty needed the full measure of points from a win to keep his hopes alive for the season, but second place wasn't going to do it. "The way the math works out," Kopp told us, "If Jack won all four of the remaining enduros I'd still have a one-point advantage over him. But I'm planning to ride the Moonshine enduro next weekend just to add some padding to the points lead." A low-key celebration took place after the enduro. We would imagine a much higher-key celebration will take place once Kopp's win becomes official.

The riders at the annual Michaux enduro were greeted with a dry day of riding in the Pennsylvania woods. Fast open sections were somewhat dusty, but the tighter woods held up well. The temperatures started out cool and climbed up to very warm in the afternoon, making it a fine late day of lounging after the event. The enduro was a closed-course affair, meaning you could enter anything you liked, no license plate needed. Bringing a raw motocrosser wasn't a good idea though, because with the dry conditions especially everybody needed a spark arrestor. Additionally, closed course means closed woods, and all the pit crews had to be content to sit in the field all day and stay out of the woods. An ample helping of forest rangers at all of the closed roads made sure this rule was maintained.

Lafferty knew ahead of time what he needed to do at Michaux, and he bolted out of the start with a vengeance. Unfortunately, minor mechanical problems with his bike that demanded attention during the event kept him off the top of the curve this day. Still, he rode hard enough to pick up first in the AA class



Mike Collins photo

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Jack Lafferty Jr. is the Energizer Bunny of ECEA racing, but he had to settle for second again this year.

and second overall, but that wasn't what he had in mind for the day.

Steve Guers, riding a KTM out of the A Open class, scored the top A points for the day, taking home High Point A for his trouble. Guers had the only 19 out of a sea of 20-point cards in that class. The High Point B trophy went to R. Ellison, with a phenomenal 23 point score, and the C High Point was taken home by R. Fleagle in the Medium Light class with a 38.

### Scrub Pine Enduro Round 16, New Lisbon NJ 9/22

Making a rare appearance with the time keeping set proved fruitful for Joel Dengler (Hon), the payout

<b>Michaux Enduro</b>	4. C. Kennedy	32	4. K. Law	23	4. G. Calkins	34	<b>C Medium Light</b>	
<b>Class Results</b>	5. T. Reder		5. S. Saubier	26	5. S. Mc Donnell	34	1. R. Fleagle	38
<b>Grand Champion</b>	<b>A Medium Light</b>		<b>B Four Stroke Heavy</b>		<b>B Senior</b>		2. D. Newcomb	50
F. Hoess	1. B. Williams	20	1. D. Drew	27	1. F. Hallowell	32	3. V. Gorin	65
<b>A Four Stroke Heavy</b>	2. D. Allen	22	2. T. Costanzi	35	2. A. Wilson	34	4. A. Satterfield	191
1. P. Emmons	3. M. Sigety	24	3. W. Matto	39	3. T. Zabrowski	37	<b>C Open</b>	
2. C. Copeland	4. G. Gotfried	38	4. W. Berry	39	4. D. Allen	41	1. A. Lachette	39
3. J. Botsford	<b>A Open</b>		5. S. Snyder	44	5. G. Milchick	41	2. R. Stephens	142
<b>A Four Stroke Light</b>	1. S. Guers	19	<b>B Four Stroke Light</b>		<b>B Veteran</b>		<b>C Senior</b>	
1. K. Zabrowski	2. M. Mchale	26	1. J. Tevis	30	1. F. Oberer	31	1. B. Ashcraft	45
2. M. Schleeweis	3. M. Moyer	29	2. M. Kuzo	32	2. A. Shaffer	32	2. G. Kurry	45
3. D. Glenn	4. G. English	34	3. A. Zabrowski	34	3. F. Quinn	33	3. C. Borger	47
4. R. Comber	5. S. De Ninno	50	4. J. Volpe	37	4. K. Wills	34	4. G. Stevens	49
5. M. Roll	<b>A Senior</b>		5. J. Beaver	40	5. S. Lander	46	5. L. Finn	67
<b>AA</b>	1. J. Gunselman	22	<b>B Lightweight</b>		<b>B Super Senior</b>		<b>C Veteran</b>	
1. J. Lafferty Jr.	2. J. McCommon	25	1. C. Compton	27	1. B. Roseman	45	1. J. Roberts	47
2. J. Burgard	3. K. Long		2. P. Galaridi	28	2. B. Cossman	45	2. M. Farrington	66
3. M. Bradway	4. S. Bromley	28	3. P. Uhland	39	3. B. Driscoll	49	<b>Masters</b>	
4. C. Shenigo	5. D. Compton	29	4. J. Morris	39	4. F. Quinn	53	1. P. Parlett	33
5. B. Atkinson	<b>A Super Senior</b>		5. P. Cossman	41	5. T. Kelly	63	2. C. Stapleford	42
<b>A Light</b>	1. R. Fliegau	31	<b>B Medium</b>		<b>C Four Stroke Heavy</b>		3. G. Clickner	44
1. J. Cartwright	2. S. Wolfersb.	36	1. M. Fischer	36	1. M. Faulkner	42	4. K. Schaeffer	114
2. D. Stoppi	3. J. Lafferty	45	2. H. Roney	43	2. D. Clerici	50	<b>Women</b>	
3. R. Trout	4. D. Stoppi	51	3. W. Berry	44	3. G. Solomon	69	1. L. Arsenault	92
4. W. Palmer	5. R. Trader	96	4. S. Mc Cracken	46	<b>C Four Stroke Light</b>		2. N. Barnes	134
<b>A Medium</b>	<b>A Veteran</b>		<b>B Open</b>		1. J. Booth	43	3. P. Trout	168
1. J. Robbins	1. J. Aiello	20	1. R. Ellison	23	<b>C Medium</b>			
2. M. Melniczuk	2. D. Maco	20	2. T. Mc Nomee	28	1. O. Ohana	41		
3. C. Stapleford	3. R. Moyer	22	3. B. Horsey	31	2. W. Bower	115		

being Grand Champion honors at this year's Scrub Pine enduro. The Cooper's Honda, CDT racing, Trapani's, Scott Goggle, Shift, KPS, WER, Enduro Engineering, Boyesen, Twin-air sponsored rider used top scores in three of the day's six special tests to drop 22, handily besting a trio of runner-ups with 25 on their score cards.

Despite having taken the better part of the summer off from racing, Dengler avoided all gremlins and didn't make a mistake all day long. Regarding the course, Joel remarked, "They kept us on our toes with a great

mix, varying from open trail and fire cuts to the ever so popular stick farms of tight pines. Since it hadn't rained in a while, dust was heavy—passing slower riders wasn't too easy and you definitely didn't stray off the trail too much. I think that the club did a great job with the speed averages to keep us racing all day with no games—just check in, check out, reset, on to the next section." The 25 point log jam trailing Dengler included Mike Bradway (Hon), Jack Lafferty Jr. (KTM) and Dale Sweigart (Yam) each vying for first runner-up status. Bradway got the nod with 754 e-points, to

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Lafferty's 797 and Sweigart's 814, the triad finishing second, third and fourth overall, respectively.

It was a comfortable day for racing, albeit a little warmer than perfect, but certainly cooler than you'd expect for the last day of summer. Skies were clear with temperatures that rose into the 80s over the course of the day. It was plenty parched in the Lebanon State Forest, the area having seen little relief from a season-long drought. The course was comprised of two loops, both of which started and finished at the campground and included three each points taking sections.

The day started with a rough eight mile test right out of the start control, a fast section of stitched-together firecuts and trail, much of which was significantly whooped. For first thing in the morning it was quite the assault, some riders complaining of dust and arm pump. Subsequent morning sections were shorter and smoother, each of which had an occasional jaunt through ignorant tight stick farms. Points were dropped by all. The trailboss took us north of route 70 in for the afternoon sections, some nice sections that run along the Mount Misery Creek and another in and about an abandoned sand

#### Scrub Pine Enduro

##### Class Results

1. Joel Dengler	Hon 22
2. Mike Bradway	Hon 25
3. Jack Lafferty Jr.	Suz 25
4. Dale Sweigart	Yam 25
5. Jamie Wright	KTM 28

##### A-125

1. Paul Bitting	Hus 32
2. Dan Stoppi Jr.	KTM 33
3. M. Dean Spencer	KTM 34
4. Rob Trout	Yam 38
5. Steve Brown	Yam 39

##### A-200

1. Doug Allen II	KTM 30
2. Steve Larkin	KTM 31
3. Ed Hamilton	KTM 34
4. Jarrod Johns	KTM 45
5. Steve Marando	KTM 51

##### A-250

1. John Robbins	Kaw 26
2. Brian Carden	Yam 29
3. Todd Reder	Suz 31
4. Mike Melniczuk	KTM 33
5. Bob Solomon	KTM 33

##### A-Open

1. Ken Yankowski	KTM 29
2. Mike McHale	KTM 30
3. Steve Guers	KTM 33
4. Jeffrey Pritchard	KTM 36
5. Jacob Williams	Gas 37

##### A-Four Stroke Light

1. Mark Schleeweis	Yam 34
--------------------	--------

2. Mark Roll	Yam 35
3. Rob Comber	Yam 37
4. David Glenn	Yam 38
5. Ken Zabroski	KTM 40

##### A-Four Stroke Heavy

1. Pat Emmons	KTM 31
2. Steve Pfeffer	KTM 34
3. Brian Glenn	Suz 37
4. Craig Cossaboon	Yam 38
5. Stacy Clark	Yam 39

##### A-Veteran

1. Jeffrey Johns	KTM 31
2. Ken Law	KTM 32
3. Jim Aiello	KTM 32
4. Mike Beeler	KTM 34
5. Mike Sigety	KTM 36

##### A-Senior

1. Frank Vanaman	KTM 29
2. Chuck Sullivan	KTM 32
3. Jim Günselman	Yam 34
4. Richard Stuart	Kaw 34
5. Daniel Compton	KTM 36

##### A-Super Senior

1. S. Wolfersberger	Hus 38
2. Rick Stuart	45
3. Tom Phillips	KTM 50
4. Jim Jenkins	Hon 52
5. Dan Stoppi Sr	KTM 54

##### B-125

1. Phil Uhland	Suz 38
2. Chase Compton	KTM 39
3. Tom Getz	Suz 43
4. Philip Galaridi	Suz 43
5. Michael Graden	Hon 48

##### B-200

1. Charles Ciaurelli	KTM 40
2. Brandon Sigety	KTM 46
3. Jason Densten	KTM 48
4. Thomas Beecher	KTM 49
5. N. Sotiropoulos	KTM 51

##### B-250

1. Brian Burt	Suz 34
2. Paul Hand	Yam 39
3. Mark Fischer	Suz 44
4. Kevin Hess	Hon 46
5. Sergio Bassani	Hus 48

##### B-Open

1. Scott McDonnell	KTM 48
2. John Whitaker	KTM 60
3. Troy McNamee	KTM 66
4. L. Newcomb	KTM 69
5. Larry Johnston	KTM 79

##### B-Four Stroke Light

1. Jim Tevis	Hon 43
2. Al Zabroski	Yam 48
3. Joe Volpe	Yam 53
4. Brian Burke	Yam 54
5. Frank Lennox	Yam 56

##### B-Four Stroke Heavy

1. Joe Dickinson	Hon 47
2. Giles Ryan	KTM 48
3. Tim Nocera	Hon 48
4. Dan Drew	Yam 55
5. William Matto	KTM 59

##### B-Veteran

1. Tim Mauro	Suz 46
2. Dan Green	Kaw 47
3. Tom Steward	48

4. Mike Ufferfille	KTM 51
5. Alan Hanlon	KTM 51

##### B-Senior

1. Doug Allen	KTM 43
2. Art Wilson	Suz 45
3. Steve Seip	Kaw 50
4. C. Hunter III	KTM 50
5. Ed Mainiero	Kaw 50

##### B-Super Senior

1. Bill Cossman	KTM 70
2. John Whittock	KTM 76
3. Bob Roseman	Kaw 84
4. Tim Stibitz	Gas 101
5. David Foster	Yam 151

##### C-200

1. John Curry	KTM 49
2. Daniel Newcomb	Kaw 76
3. Vic Gorin	KTM 90
4. John Caruso	Hon 93
5. Jason Finnie	KTM 179

##### C-250

1. David Kowlski	Yam 60
2. Ralph Keen	Hon 80
3. Tim Vause	Kaw 83
4. J. Williamson	Kaw 95
5. Shawn Mishkin	Gas 97

##### C-Open

1. David Whitten	KTM 65
2. Ed Kent	KTM 67
3. Anthony Lachette	KTM 81
4. Walter Hummel	KTM 88
5. Robert Caddell	KTM 99

##### C-Four Stroke Light

1. Jon Booth	Yam 80
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2. Dan Fogelberg	Hon 112
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##### C-Four Stroke Heavy

1. B. Croneberger	KTM 66
2. Nick Zinkevich	Suz 79
3. Robert Marek	Suz 82
4. Chris May	Hon 87
5. Dan Shaw	KTM 103

##### C-Veteran

1. Robert Kobylarz	Kaw 52
2. R. Sandsmark	Kaw 53
3. Michael Redding	Kaw 55
4. Mike Armbruster	Yam 56
5. Bruce Frazer	KTM 60

##### C-Senior

1. Mike Rodriguez	Gas 63
2. Bryan Kruysman	KTM 64
3. Bill McLaughlin	KTM 98
4. Bob Artsma	KTM 129
5. John Zidla	Hon 150

##### Women

1. Lissa Arsenault	Hon 76
2. Merle Compton	KTM 79
3. Paula Trout	Kaw 143
4. Nicole Frolio	Kaw 259
5. Sharon Vasey	Suz 331

##### Masters

1. Chas. Stapleford	KTM 50
2. Pete Parlett	Hon 58
3. Bob Lapinski Sr	KTM 71
4. Joe Galie	KTM 83
5. Ed Baker	Kaw 163

pit. All in all it added up to about a 75 mile ride.

Trailing the top four noted above was John Robbins (Kaw), whose 26 point card earned him fifth overall honors and another High Point A trophy. Jamie Wright (Yam) filled the sixth overall slot, carding 28, while the 29 point finishes of John Burgard Jr. (Hus), Brian

Carden (Yam), Frank Vanaman (KTM) and Ken Yankowski (KTM) filled out the seventh through tenth overall positions, respectively. In lower class action, B-250 rider Brian Burt (Suz) won the High Point B prize on the merit of a 34 point score while John Curry (KTM) dropped 49 to claim High Point C honors. ▲

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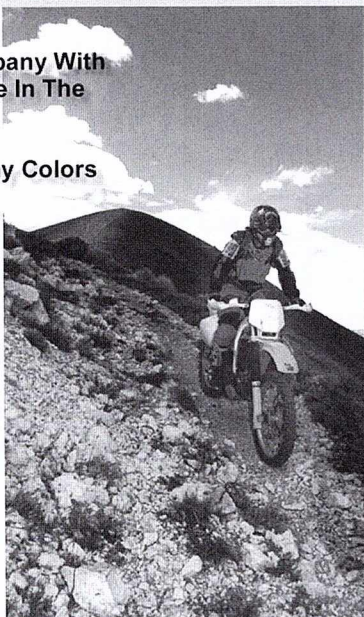
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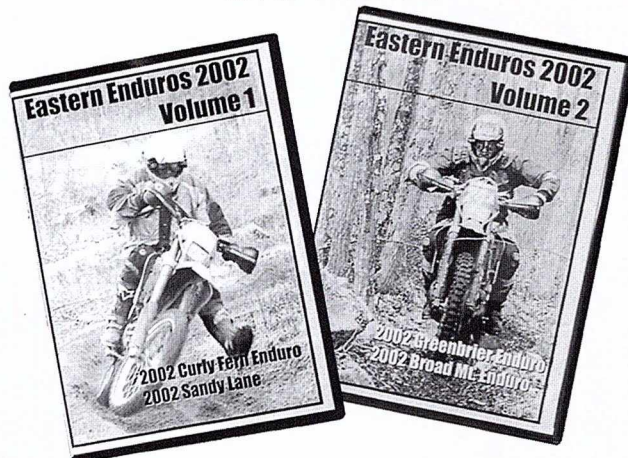
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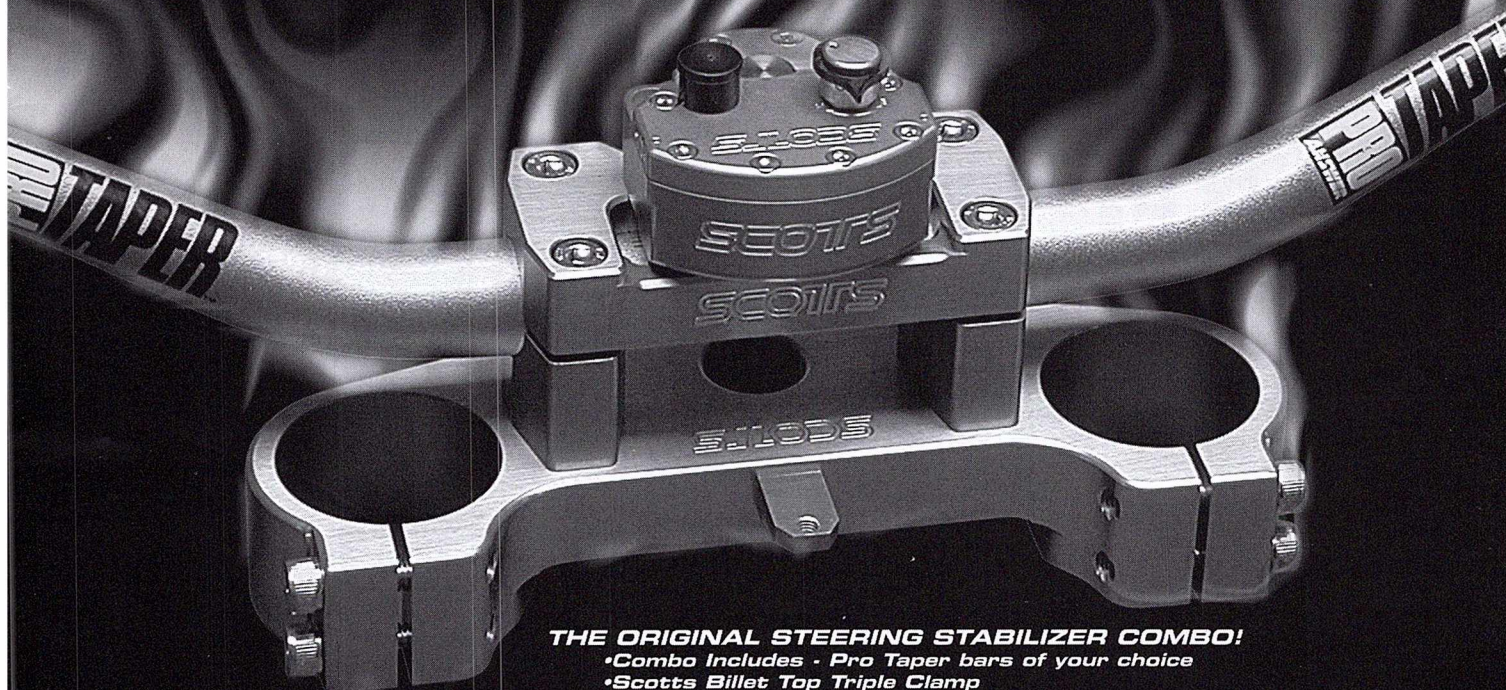
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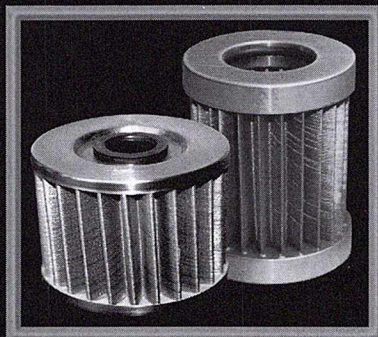


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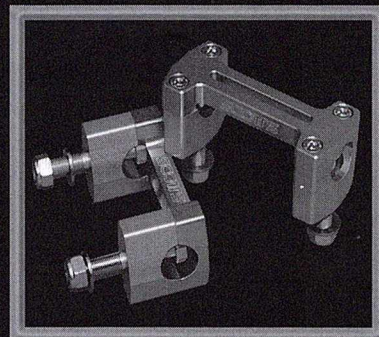
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# KTM125 S-EXC

*No 125EXC any more? We take a 125SX and EXC-ize it*

**T**here's a quiet little group of riders out there dedicated to 125cc woods bikes. They don't want to ride a KDX or a KTM or Gas Gas 200, they want a 125. Just as long as they get what they want they quietly ride their enduros and behave, but turn their world upside down and they do make noise.

They made a lot of noise locally when KTM announced that they weren't bringing in the 125EXC any more. KTM heard them; KTM riders are very good at expressing themselves to their dealers. But the corporate response from KTM was predictable and understandable: "Why bother? We only sell a few hundred of them a year anyhow, and they take all year to sell." One reason we can think of is that tiny group of 125 woods riders who want them. But then, a number of those people just buy the SX anyhow, and race it as is.

The 125EXC was KTM's smallest woods bike, and compared to the SX it's got an 18-inch rear wheel, a lighting coil ignition, a bigger gas tank, odometer and drive, and a wider-ratio transmission. Most 125 racers will pull you aside and tell you they can live without a wide-ratio transmission on a 125 anyhow, after all, it's not a street bike. But some of the other amenities, like the lighting coil and bigger gas tank, come in real handy. And everybody knows an 18-inch rear wheel gets fewer flats in the woods.

So after our test of the Husky 125 earlier in the year we started ruminating about this, and decided to build our own. After all, how hard could it be? We took the idea to KTM and they said "Sure, it's a snap. And we'll do the work for you just so

we don't have to fix it when you screw something up!" You can't beat service like that.

So KTM's R&D manager Mike Rosso, long-time Six Days gold medallist from way back, took on the pro-

ject for us and put together the bike we're testing here. It wasn't a difficult job, and any recent 125 SX can be just as easily modified.

First off, we decided not to do anything to the transmission. Close-ratio boxes are great in the woods. You give up a little bit of top speed, but rarely do you top 60 mph in normal Eastern racing anyhow. The closer spacing between all the middle gears on an SX box just make it easier to keep the 125cc motor on the fat part of the powerband. We also opted out of switching front wheels and putting on an EXC wheel with an odometer drive. No offense intended, but KTM's mechanical odometers and cables are stone-age technology and fragile to boot. We can easily glue on our own magnet and electronic odometer, and would prefer it anyhow.

The lighting coil ignition used on our S-EXC is a standard EXC 125 ignition, with a single lighting coil output, known to all old KTM mechanics as a "single yellow wire" ignition. The ignition goes on with standard EXC timing, and it takes no longer than simply swapping the parts, there are no modifications necessary. Putting on an EXC three-gallon tank was as simple as bolting it on.

In our case, putting on an 18-inch rear wheel was as easy as walking into the racing parts room and grabbing a spare EXC rear wheel and slipping it in the swingarm. All of the KTM rear wheels are the same, other than the stock tire size. In reality, there are a lot of 18-inch options available. Some guys figure if they're going to spend the money they might as well have a spare wheel, so they go out and get a complete 18-inch wheel assembly, either new or used if they can find it. This way you have a spare for racing, even if the spare is 19 inches. The other way to go is to buy the KTM spokes and rim for an EXC and lace them up. Or, you could take your hub and have a wheel built using an aftermarket Excel rim and spokes. Many ways to go, all ending up with the ability to use the vast array of 18-inch rear tires available, and get the benefits of the higher profile of an 18-inch tire.

#### How Does it Work?

The bike arrived looking good. KTM put on some K-Style graphics and buffed it all up, and you would



*It only takes a handful of factory parts to make an EXC out of an SX. Now all we need is a sidestand....*



never know the bike started out life as a demo bike and was used before we got it. Kick it over and the lights came on. Sweet! I never saw the sense of having lights on a bike that didn't work. Fake lights get real silly on the occasional times when you're caught out after dark.

We took the bike out to our favorite private proving ground, and took it for a ride. The 125SX motor is potent, from mid to top. We proved this by practicing MX starts, the SXC vs. Dave's YZ and CR 125s. The SXC smoked them every time, mainly because it had no trouble with second gear starts, even with our 195 pound butts on the saddle. Test rider Chris Collom noted that few 125s can effectively complete second gear starts. This KTM had no trouble.

Despite this, the motor isn't quite as forgiving as the Husky WR125 we recently tested. The Husky (with an FMF pipe and silencer) seemed to be easier to keep on the pipe, having more low end and a smoother midrange. The KTM is weaker on the bottom and hits fairly hard, comparable to the Husky with the stock or Pro Circuit pipes we tested.

The KTM is faster than the Husky, but wears you out trying to keep the motor singing. On the trail you have to be careful about how fast the motor is turning. Too fast and you could be in for an unwanted surprise—this KTM can just shriek through the woods! Too slow and you're going to bog. With time no doubt a skilled rider would learn to ride the happy medium between these two extremes and go like stink. However, a novice rider would be challenged to keep this bike charging in the woods.

To remedy this, we attacked the jetting and went out and got an FMF Fatty pipe for the S-EXC, along with an FMF Turbine Core silencer. The jetting needed to be smoothed up a little. The bike was way too rich for our



Two mods we made to the S-EXC is the FMF Fatty pipe and Turbine Core S/A. and the Moto Pro suspension modifications. Both are highly recommended.

conditions here, so we switched the R1469 needle to the center position, changed the 195 main jet to a 190, and went to a smaller 45 pilot (it was a 48). Fine tuning on the mixture screw brought things a lot closer to clean jetting.

The hitch in the powerband was more a job for the FMF pipe. The FMF Fatty pipe increased the low-end power available and broadened the midrange slightly, with little or no sacrifice to the top end power. Now we had a rideable woods bike.

Honestly, when riding this bike you never think about the close-ratio transmission unless you've got it tapped out on a fire road. The fact that it spins out a little soon in top gear (although you're still going way fast) is made up for in the tight woods, where the closer gears really shine. It's a lot easier to keep the S-EXC "on the pipe" in the tight trees with the closer ratios of the SX box, and for that we like it. If you're a



sit-down trailrider who just wants to cruise along all day in the low midrange looking at scenery, you may prefer the wide-ratio EXC transmission. But if you're riding like that on a 125 you've got a few screws loose anyhow. 125s just don't work right unless you ride 'em like you hate 'em!

#### Bouncing Around

Once we got the power characteristics worked out, we started becoming really aware of the SX suspension. Can you say Supercross? There's no doubt that we complain somewhat about the feel of a stock EXC suspension in our Eastern conditions and tight woods. The SX suspension? Unrideable in the woods,

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at least around here. We were bouncing off of every root, but we expected this going in and planned to take care of it.

As luck would have it, one of our advertisers offered to loan us a complete set of forks and shock for the 125, already valved for tough woods riding. How could we refuse an offer like that? Moto-Pro Suspension (800-277-5089) hooked us up with suspension units fitted with their Ultra Max KTM valving and bladder conversion kit for the rear shock, and we slapped the parts on as soon as we took delivery. Much, much better. Moto Pro is in Woodinville, Washington, where they ride a lot of tight mountain trails and loose rocks, somewhat similar to what we have here, and they know trail riding. The suspension they sent for the 125 is still racey-stiff with the clickers set at mid-range, and with some adjusting we're confident we can tune it in to our liking. Obviously, adjusting the suspension for the possibility of rocks or sand whoops is going to turn up some compromises, but what we have here is a good middle ground. If you ride in nothing but boulders and rock piles, you're better off asking for suspension valved like a trials bike. But, as we've said many times before, with the WP suspension components all of this is easily done by a good tuner.

The stock SX suspension component package includes the WP 48mm fork, as opposed to the 43mm USD WP fork on the standard EXC KTMs. Although the SX-style fork works better than we expected, even revalved, we're still going to nod our appreciation more towards the EXC 43mm fork. For reasons we don't even care to investigate, the EXC forks seem to work smoother in the woods. Don't get us wrong, these bigger SX forks are working good, but they're a little stiffer than the smaller forks, and maybe that transmits more trail noise up to the handlebars than we're used to.



#### Little Details

The rest of the package is standard-issue KTM. The SX chassis uses the tapered Magura handlebars, which is good if you like them, bad if you don't. One thing about the Magura bars is that there is only so much material you can cut off them. We cut ours down to about 30.5 inches, which is just about enough. After you get them cut and go to install your handguards you learn interesting item number two: These tapered Maguras are nothing like the Answer Pro-Tapers they're trying to imitate. You can't even think of using your Pro-Taper-style handguard

clamps, they won't fit. As of this writing, the only company offering handguard/handlebar clamps to fit the Magura bars is Enduro Engineering (517-393-2421), but that's okay because you can also buy a set of their excellent handguards and deflectors to go with them. You can switch to Pro-Tapers by just swapping handlebars, because the stock Magura handlebar clamps will fit, although be careful to tighten them evenly. If you want to use standard 7/8-inch bars, you can buy a set of standard KTM handlebar clamps (EXC) and they'll bolt right to the top triple clamp.

Doing all this you'll find that the KTM triple clamps and handlebar clamps are set up to allow multiple positions, which is good, it allows you a lot of adjustability. However, we've found the far-forward position to work best on every model KTM, which makes us wonder if we could get the handlebars even farther forward would the bikes work any better. Your experiences may vary from ours, though, and for that the adjustability is a great feature.

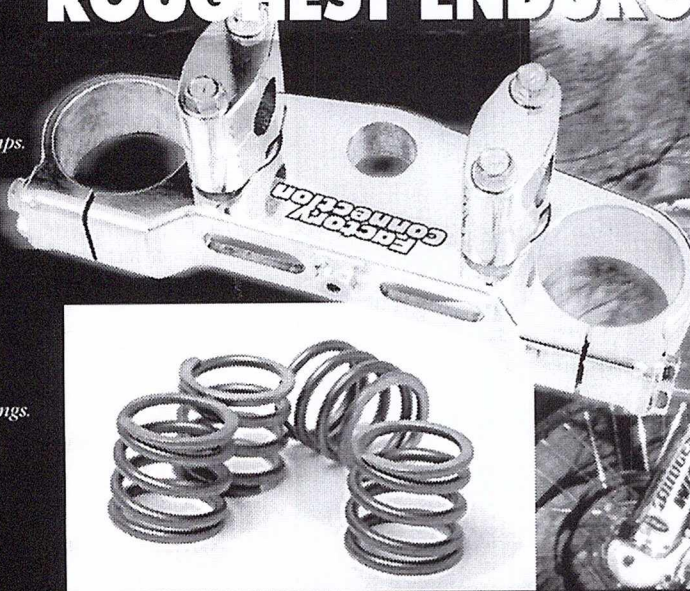
One good tip to remember if you get a buzzy 125 like this, is to make sure you check all the nuts and bolts, and Loctite the ones that may cause a problem. One perennial trouble spot on all the KTMs is the center fixing bolts for the shifter and the kickstarter. You should always back out these 6mm bolts and Loctite them when the bike is new. We had the shifter loosen up on us, but caught it before it escaped into the leaves. You should certainly check all the fasteners to be safe.

Though we may have only faint praise for the 48mm WP forks, one thing that comes stock on the SX forks is external preload adjusters. True, you may only set your preload once and then forget it, but it's a lot easier to do it from the outside than to open the forks up. It also comes in handy if the bike is being swapped between riders of vastly different body weights, as

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sometimes happens here.

In order to securely hold up the EXC taillight and license plate holder, our bike was fitted with an EXC subframe. This adds a measure of strength to the back of the bike, but it also adds weight and confounds pipe and silencer fitting efforts. In our case we have to use an SX pipe and an EXC silencer to hit all the mounting points. We'd say that the EXC subframe is purely optional for an enduro conversion.

The latest brakes (this is a 2002) on the KTMs are super stoppers. The rear is very progressive and easy to modulate as well as being strong, and the front is KTM's strongest yet, while still being smooth. The new ventilated "semi-wave" rotors are all fluff up here in the mudlands. Maybe all those petals and slots are

#### SPECIFICATIONS KTM 125 S-EXC Custom

Engine Type:	Liquid-cooled 2-stroke
Displacement:	124.8cc
Bore/Stroke:	54 X 54.5mm
Transmission:	Six-speed WR
Gearing:	13/50
Chain:	Regina O-ring
Tank Capacity:	11 liters (2.9 gal.)
Carburetion:	Keihin 39 PWK
Ignition:	Kokusen 110w lighting
Forks:	WP 48MA USD
Suspension Travel:	295mm
Front Brake:	Brembo hydraulic 260mm
Front Tire:	Michelin MP11 90/90X21
Rear Suspension:	WP 5018 PDS
Suspension Travel:	320mm
Rear Brake:	Brembo hydraulic 220mm
Rear Tire:	Michelin MP11 130/80X18
Seat Height:	925mm
Wheelbase:	1461mm
Ground Clearance:	385mm
Claimed Dry Weight:	203 lbs. (stock SX)

good down south where it's killer hot in the summer, but up here solid non-vented rotors are the only way to get more than one ride out of a set of brake pads.

As far as a woods bike goes, our only complaint with the S-EXC (and it does look fairly sexy, we must admit) is that it doesn't have a sidestand, and being an SX, doesn't have a provision for a sidestand. Remember the days when even motocross bikes came with sidestands that you could remove? Call us hopelessly square, hip cats, but we miss them. We're going to look around and if we find a sidestand option we'll let you know about it.

#### Getting it On


But once we pull that little triangle out of the back axle and go riding, we forget about it. KTM claims a dry weight of 203 pounds, and even with our modifications we'd estimate that this bike isn't much more than an actual 215 pounds. That is light. Get up on the powerband, get used to it, and you can fling this bike around in the woods like a cat playing with a dead mouse. The handling is typical KTM, solid and stable, only with the least amount of orange inertia behind it. Shod with sand tires and riding in our private riding reserve, we can wall on this bike, and that's a great thing.

Is it worth the effort? Sure, if you want a really competitive everything-working 125 woods bike. And the best part is that none of the parts we used are anything exotic or unduly expensive; they are all pretty much off the shelf KTM parts and anybody can duplicate the S-EXC with minimum bucks. Yeah, we're still working on that sidestand, but in the mean time we're going to ride the wheels off this bike. ↑

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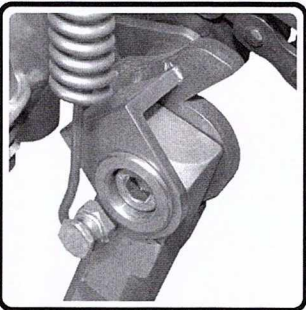
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# Czech, please

### The good, the bad, and mud up to your armpits

**A**rriving in Prague, capital city of the Czech Republic, in the darkness of a Sunday night is not the best time to be looking for your hotel, especially if you and nobody else knows where it is. I had never set foot in Prague before, and here I was in a fine rented Opel driving blind in a city of seven million people.

I had a map, though, and after stabbing into downtown and then back out, and accidentally onto a freeway, I actually knew where I was, sort of. I had been on a plane or in an airport, including time zones, for almost 24 hours, and what I wanted more than anything was two beers and a bed, in that order. To save time I stopped at every gas station/mini mart I saw, and there was a surprising number of them. In each place I would storm in with my map and confirmation printout from the Quality Inn, Prague, and say excuse me and how do I find this place?, which was exactly half the Czech words I knew how to speak. I'm proud to say it only took an hour and a half to find the place, and I wasted little time solving my other two problems later on.

The next day was the day before the start of the 2002 ISDE, and I had a lot to do in one day. First, I had to find Jablonec nad Nisou; and I hoped it would be easier than just finding the Quality Inn. Second I had to get press credentials so I could have the run of the place, and third I had to find the Americans' hotel, which was far off the beaten track. Tons to do, but it sure was great to be back in Europe at the Six Days again!

When I got to Jablonec, I found out that the American shipping container had gotten there on time, but there were still surprises. For example, the bulk of the riders arrived late Tuesday or Wednesday before the event, and immediately learned they had to have their bikes ready and impounded by 9:00 Friday morning. You know how racers are. Few of them would think to pack a fully-prepped bike, for some reason. Even the guys riding rented bikes bring their own suspension with them, their own carburetors and jetting in some cases. Sponsor stickers, tires, there's plenty of work to do.

On top of that, the Czechs were throwing a new wrinkle onto the complexity of the ISDE. They were mandating the use of a real, bolted-on sidestand, preferably the sidestand or centerstand that came on the bike. But what if you brought a converted motocrosser? You weren't allowed to ride it unless it met specifications, which included a sidestand and real working lights.

You also couldn't even complete your

sign-up without an international driver's license, something we can get cheaply enough here in the States with a trip to AAA, but something that is rarely required at Six Days. It was also not specifically asked for in the event regulations sent out, or posted on the Internet. Consequently, very, very few of our riders were carrying them. It worked out to Drew Smith putting together a formal meeting with the police chief and town officials and basically begging for leniency. He also gave them USA hats.

Eventually everyone was impounded, but not without extreme difficulty here and there. It always helps to be prepared to the Nth degree for a big event like this, but not being told what you need to be prepared always makes it much more difficult. Advice to future ISDE participants: bring much more than you think you'll ever need.

#### The Big Green Lean

News before the event was that in order to satisfy the "environmentalist" anti-recreation interests the organizers of the event needed to cut out most of the trail sections they had planned for the Six Days. In plain language this meant that the ISDE was going to be a road ride, more or less, between special tests. This is about what we've come to expect from European countries anymore, sadly, although the former Czechoslovakian nation was one of the Euro holdouts from the anti-recreation crowd until

this year. Apparently, Czech is anxious to appeal to the European Community—don't call them "Eastern Europe" any more—and appear to have embraced all the bad parts of European society as well as the good. So-called environmentalism being the bad. .

"This is a German playground," one of the locals told us privately. "They come up here to buy their vacation cabins because Czech is so inexpensive compared to their German country. Once they come in they don't want anyone near 'their' town, using the forests." Sounds like some former residents of New York city we've all seen.

This made for a bad enough situation, but then the pre-riders came in from checking out the course before day one, and they told everyone that it was maybe going to be really hard to get to the checks on time. Really hard; in some cases impossible. It appeared that the Czechs were going to make up for the lack of tough trail to possibly take away points by taking away points on the roads, by making the speed average too high. This would turn out to be true later on.

But our boys and gals were ready, hopefully for anything. The U.S. World Trophy team this year was David Pearson (Kaw), Fred Hoess (Hus), Brian Sperle (KTM), Tim Taber (KTM), Ron Schmelzle (Yam) and Greg Gillian (KTM). The four guys who made up the

*Below: Mandy Mastin was one of two women riders there, she hung in until broken clutch plates forced her over her hour. Right: David Pearson cranked out some good test times and led the U.S. charge until a mud bottleneck robbed him of his gold medal.*





By Paul Clipper

# ASE



Left: Ron Schmelzle got to the finish with a silver medal, after a consistent ride all week. Above: Morgan Crawford gets a little pavement traction in front of an open-air market outside of Liberec, Czech Republic.



Two Jersey boys. Above: Fred Hoess recovered from blowing a cylinder o-ring on the first day to being the only American to finish on gold. Below: Wally Palmer lasted until day four and then holed out in the mud. Check the duct tape and nylon ribbon holding on his handlebars. Right: A tired Eric Bailey scales one of the ski slope uphill on day four.







Bill Radecky (L) became the first casualty of the week when his KX seized two miles from the start. Drew Smith is helping getting it back together.

Junior Trophy team were Jonathan Seehorn (KTM), Morgan Crawford (KTM), Wally Palmer (Hus), and Bill Radecky (Kaw).

#### Day One

I jumped in with Mark "Kato" Kariya and we watched the start, and then on the way out of town saw the weirdest sight. It looked like Trophy Team manager Drew Smith stopped and helping a rider right on the sidewalk on the busy road out of town. Sitting right at a bus stop, as a matter of fact, and judging by the amount of bike parts spread around it was a major catastrophe.

#### 77th International Six Day Enduro

##### World Trophy

1. Finland
2. Sweden
3. France
4. Great Britain
5. Italy
16. USA

##### Junior Trophy

1. France
2. Portugal
3. Finland
4. Germany
5. Czech Republic
12. USA

##### Clubs

1. KBS Uamk Unhost 1 (Czech)
2. Kangasalan Moottorikero (Finland)
3. SMI MK (Sweden)
26. Ridge Riders M.C.
37. Merced Dirt Riders
41. Team Enduro
45. Jafmar Racing
70. Family R Us
76. Colorado Dirt Riders
84. Enduro Riders M.C.
86. Seniors M.C.
89. Boise Ridge Riders

#### 125 Two-Stroke

1. Stefan Merriman Australia
  2. Mika Saarenkoski Finland
  3. Petteri Silvan Finland
  22. Fred Hoess Gold
  56. Jonathan Seehorn Silver
- DNF: Wallace Palmer, William Radecky, Gabriel Reos

#### 250 Two-Stroke

1. Samuli Aro Finland
2. David Knight Great Britain
3. Jani Laaksonen Finland
28. David Pearson Silver
45. Ron Schmelzle Silver
49. Brian Storrie Silver
52. Dave Wolfe Silver
57. Jeff Fredette Silver
58. Andy Stokeley Silver
69. Eric Bailey Silver
70. Luke McNeil Silver
71. Brett Dooley Bronze
80. John Wells Bronze
95. Morgan Crawford Bronze
97. Randy Mastin Bronze
102. Lars Valin Bronze
104. Derrick Merrill Bronze
105. Mike McCarren Bronze

DNF: Tim Taber, Eric Moberg, Eric Croy, Amanda Mastin, Tom Huber, Ken Tomeo, Carroll Dickerson, Brian Sperle

#### 250 Four-Stroke

1. David Fretigne France
  2. Marc Germain France
  3. Bartosz Oblucki Poland
  34. Mark Thompson Silver
- DNF: Greg Gillian, Lance Bross

#### 400 Four-Stroke

1. Juha Salminen Finland
  2. Paul Edmondson Great Britain
  3. Niklas Gustafsson Sweden
  45. John Yates Bronze
  51. Chilly White Bronze
- DNF: Andy Gutish, J.D. Hammock, David Klein, Cody Mastin, Ryan Dean

#### 500 Four-Stroke

1. Mika Ahola Finland
  2. Anders Eriksson Sweden
  3. Bjorne Carlsson Sweden
  25. Paul Krause Silver
  30. Curt Wilcox Silver
- DNF: Steve Underwood

We turned around and found Drew helping Junior Trophy rider Bill Radecky apparently rebuild his top end. Bill had seized it coming out of town, and limped to the side of the road where Drew found him, and started helping him replace the piston. They almost had it all buttoned up, so we helped them finish the job and get Bill on his way. "I don't know what's going to happen," Drew said after Radecky left, "he said he missed the first special test and he has to be over an hour down as it is, so I don't know what he's doing. I just helped him get it back together." As it turned out,

Bill seized it once again a little ways down the road. "I left there and got it back to the Parc Ferme, when I rebuilt it completely," Bill told us later, "and then at the end of the day took it into impound. They let me impound it, so we'll see what happens tomorrow!" Tomorrow, as it turned out, Bill wasn't allowed to ride, so he had the distinction of being the first American rider out of the competition.

Trophy rider Fred Hoess, our pick for top U.S. rider this year, being that he's a neighbor, had his share of bad luck. Not far into the second loop of the course he

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# 77th International Six Day Enduro Fun Statistics

## Riders per Class

Class	Started	Finished	Excluded
125 2T	105	64	6
250 2T	171	106	6
250 4T	64	44	0
400 4T	93	52	3
500 4T	65	41	1
Total	498	307	16

## Top Ten Entries

Country	Started	Finished	Excluded
1. Czech Republic	85	54	0
2. Great Britain	49	31	2
3. USA	41	22	1
4. Germany	31	24	1
5. Netherlands	27	19	0
6. Italy	25	21	1
7. Spain	24	9	3
8. Finland	22	14	1
9. Belgium	20	12	1
10. Sweden	16	12	1
10. Australia	16	7	3

## Bike Brands Entered

Brand	Started	Finished	Excluded
1. KTM	245	152	8
2. Husqvarna	69	57	1
3. Yamaha	62	42	2
4. Gas Gas	46	20	3
5. Husaberg	20	13	0
6. Honda	18	11	1
7. TM	14	5	0
8. Suzuki	8	3	0
9. VOR	6	2	1
10. Kawasaki	5	2	0
11. Praga	3	0	0
12. Monnier	1	0	0
13. Jawa	1	0	0

\*Don't ask us what a Monnier is. Also, can you believe there was only one mighty Jawa entered, here in the Czech Republic? And not a CZ to be seen!

blew an o-ring in the head of his Husky 125, causing it to blow out antifreeze and threaten to overheat. "I had to stop for water, and in one spot I stopped in a panic and asked a scooter rider in German where I could get some water. He pointed to a church up a back street, and said there I might get some water, but he was a course marshal, and he wouldn't let me ride my bike off the course. So I said, 'What do I do?' and he got off his old scooter and handed it to me, pointing up the street and saying 'Hurry!' So here I am riding this guy's scooter while he holds my bike, and I got water at the church. Everyone's now saying I filled the bike with holy water; it was a crack-up. But that was just one time in 90 miles I had to stop, and I nursed the bike all the way to the finish today but I really don't know if it's going to run all week after all that overheating."

Hoess impounded his bike with new tires and the cylinder head off, got new o-rings from the Husky reps that night. After impound, in the Parc Ferme he sat with us and contemplated how he was going to surface the cylinder head just to make sure it was flat. "You could take down the mirror in your hotel room and use it for a surfacing plate with some valve-grinding compound to cut it," I suggested.

"I might do that," he said. "I have some emery paper with me, I could cut it with that."

"If you want something that cuts really well," Lindsay Pirie chimed in, "try some of that toilet paper in the hotel. That's been doing a great job on me."

Another of our local Jersey riders had trouble during the day, this time self-inflicted. Wally Palmer had brought over a set of Pro-Taper bars for his rented Husky, right off his race bike from home. He had them all set up with his handguards and even the same mounting bolts, but unfortunately one of the triple clamp mounting bolts was cracked and he didn't know

it. Shortly into the first loop he hit a ditch and broke the mounting bolt on one side, allowing his handlebars to flop around uncontrollably. "I got off and duct-taped the bars down as tight as I could, but they still moved around a lot," Palmer told us. "There was this one nasty stair-step downhill section we had, and I couldn't control the bike down it and cartwheeled twice on it the first lap." Palmer replaced the bars with the Husky's stock bars before impound that night.

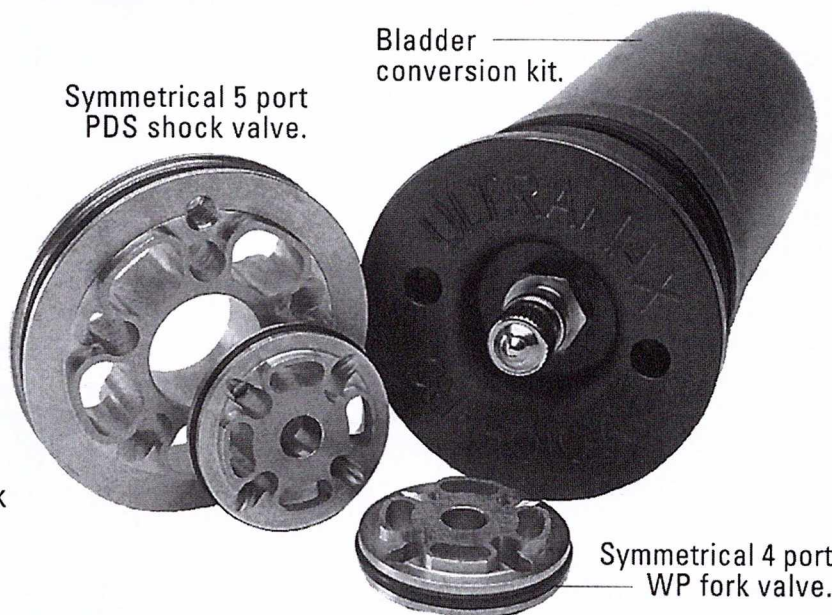
We could go on and detail everyone's catastrophe, but we'll run out of space if we do. The big news was that everyone's worst fears turned out to be true. The Czechs had set the speeds on the roads too high, riders had to drive dangerously fast to make the checks on time, or even try to make the checks. Canadian Trophy Team rider and good friend of TR Guy Perrett said, "We're having to go so fast on the roads to make the checks, and sometimes we don't make the checks. Passing dangerously in heavy traffic, everything. They're (the FIM) going to have to start taking the ISDE to countries that have the land to do it right, like Slovakia maybe. What we're doing today, this isn't worth it. Somebody is going to get killed." Perrett had crashed hard during the day, and would find out later he had a serious concussion that put him out of the event after trying to start day two. His loss from the Canadian Trophy Team, which had started with only five riders, put Canada at the bottom of the Trophy competition for the entire week.

To cap off the frenzied pace of the first day, the Czech police were out in force, with hundreds of additional officers on hand. It seemed like every second one of them had a radar gun, and riders were being stopped left and right for speeding. At the end of the day it was announced that 300 traffic citations were issued by the police, and the race organizers were quick to remind riders that the penalty for a traffic

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Starting day one from the sports stadium in Jablonec. All the bikes are clean, everybody's happy...for now.

citation was exclusion from the event. As you can imagine, this touched off an immediate firestorm from every representative of every country in attendance, and the night's jury meeting promised to be an absolute brawl if the Czechs didn't handle it correctly. As of eight o'clock p.m. on the first day, at least half of the Americans were already wondering if the speeding ticket they had received that day had put them out of the event for good, and they had plenty of company from the other countries.

Six American riders finished the day in the "DNF"

column, but as with all Six Days, you're not officially DNFed until the jury meeting decides you're gone. The list included Bill Radecky, Gabriel Reos, Ryan Dean, Curt Wilcox, Mark Thompson and Carroll Dickerson. All the riders were on Club teams except Radecky. Wilcox and Thompson would later be reinstated after the Jury meeting.

The horror stories continued, but at 9:30 p.m. a Czech-dubbed rerun of *Twin Peaks* came on the TV, and I had to watch it. *Twin Peaks* was the weirdest television show ever to appear on TV, and it was a fit-

ting way to finish one of the most singularly weirdest ISDE opening days I'd experienced in a long time.

#### Day Two

Overnight the wind howled and the rain started coming down, and temperatures in the morning hovered around 35 degrees. Kato Kariya, a warm-weather Californian to the core, was horrified at the temperatures. But at least he wasn't riding. The rain started late on day one, we saw it in the mountains after driving back to the hotel about five o'clock. We got back early enough that we decided to do some exploring and drove past the hotel, finding out that the Polish border was only three kilometers away. We parked the rental car—since we'd been told that we were not to drive in Poland no matter what—and walked into the country, getting our passports stamped like a couple of, well, American tourists.

Dinner at the hotel was very good. We were sharing the place with loads of German tourists, and the food was definitely to the German palate—heavy and rich red meat stuff. Luckily we were running around all day and had no trouble burning it off.

All the food in town was good, as far as we could see. The beer was incredible, of course, being in the home of Pilsner beer, and the legendary Pilsner Urquell was on tap just about everywhere. In our hotel a beer cost just over a dollar—highway robbery, but typical for a hotel bar. In town a pint of Pilsner Urquell at a street vendor cost about fifty cents. Find a little country bar and it was less than that. Food in the restaurants was ridiculously cheap. We'd go out to local places near our hotel, and though the locals would shake their heads and say we were getting ripped off (it was a ski town, after all), we could get a filet mignon dinner with all the trimmings and a couple of beers, and leave the place about \$8 lighter. Go out to the normal local places and the food was

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Greg Gillian was the lone 250 Four-Stroke entry on the Trophy team. He had to drop out with a blown motor.

almost half that price. Eating was so cheap there we almost couldn't afford to go home!

Where some of the special tests we drove to on day one were dusty and dry, by the morning of day two everything was wet and slippery. All the grass tracks and enduro tests were also torn up from the first day, and somewhat fewer than the original 500 riders were now heading out to repeat the exact same course as day one, only now in a little bit of mud.

The result of the jury meeting for the evening of day one was to add 10 minutes to everyone's times at the checks all day, which helped everyone out and put some riders back onto gold medals; in particular Fred Hoess, who had resigned himself to just finishing after all his trouble on day one. The police had a table set up at the Parc Ferme at the end of day two, and every rider had to stop and check to see if they had been cited the day before. The police had used photo radar, and some of the riders liked the pictures so much they tried to buy them. Fines were levied and wrists were slapped, but the international jury wisely decided to not exclude riders because of the speed traps. I say "wisely" because they would have had a riot on their hands. "Hey the police were ready!" declared Trophy Team manager Drew Smith, "They have a water cannon mounted on top of the Parc Ferme restaurant just in case!"

And darned if he wasn't right about that.

Day two went a lot smoother than the first day, with a lot less panic. The Czechs had added time to the most critical checkpoints of the day, and everybody seemed to have time on their hands in spite of the mud.

By the end of day two the overall standings of the event were starting to emerge. The mighty Finns were once again on top of the Trophy Team competition, followed by Sweden, France, Great Britain and Italy. France was right on top of the Junior Trophy division, with the Finns right behind. Our teams were doing poorly, rattled by the organization, the impound hassles, the road speeds and disorienting high-speed special test sections.

Watching the top foreign teams at the special tests was downright frightening. You just can't imagine how fast the Finns, for example, ride in the special

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tests (the ISDE lives and dies by special tests laid out on cornfields, in the woods, in meadows and wherever they can hang ribbon). The riders travel from test to test on transfer sections, that in this year's case was largely roads. Everything that made a difference in the event was lined with miles of ribbon, yellow on the left and blue on the right.) We joke about 80 mph straights on the grass tracks while these guys are GOING 80 mph. The pace in the special tests is so fast and frantic that our guys get eaten alive.

Take Fred Hoess, for example, who turned out to be our fastest guy all week. Compare him to Mika Saarenkoski, a Finn, who was leading the 125 class the beginning of the week. On day five, Saarenkoski beat Hoess in each of the special tests, by a minute and six seconds in the first, by a minute 45 seconds in the second, by 28 seconds in the third, by 25 seconds in the fourth, by 35 seconds in the fifth, and so on. Add it all up and our guys fall way down in the results. We're not trying to slag on Fred; the problem is our guys aren't used to this kind of competition and this kind of speed.

But, we can hold our head up high because we're accepted as a contender in the Six Days, even though we're not up to snuff in most of the racing. Our guys got the second biggest cheer when they walked in at the opening ceremonies, from a largely local crowd. Of course, the Czechs got the biggest cheer.

Kato and I attended some special tests, shot a wad of photos each, and toured through dozens of little towns along the way, stopping back at the Parc Ferme to check on everybody on the way back home for the night. After dinner I tried to make some notes in my room on the fourth floor of the hotel as the wind howled at what must have been 50 mph outside. It sounded like the roof was going to come off the place,



Stefan Merriman rode a 125 this year and won the class, despite having to change the clutch on day four.

and since I couldn't get the heat shut all the way off I got up to open the window and let some cool air in, and noticed it was snowing sideways outside as the rain lashed down. I called Kato's room and just laughed with glee, imagining him hugging the radiators. Tomorrow, for the riders, was going to suck.

#### Day Three

Days three and four were following a completely new course. The riders were done with the day one/two course until day five, when they would ride it again backwards. Everyone started the day with good cheer, because it was a fresh course and the Czech officials promised at the Jury meeting that the check times were loose enough that everybody would have plenty of time to negotiate the roads.

Guess what? They lied.

I slept in, unintended. This was about four days into the trip for me, and I was finally shaking the jet lag that woke me up every previous night at 2:00 a.m. and made me read for a couple of hours. This night I finally

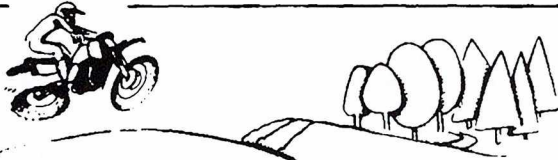
got a full night's sleep, and then some, waking to find the club riders breakfasting and Kato nowhere to be seen. Oh well, we'd made no plans, so I decided to drive in to the stadium by a different route and then double-back and check out some of the new special tests for the next two days. The road was terribly foggy and full of slow trucks, so the ride in was as equally as white-knuckle as the ride back out.

I say "back out" because most of the course this day was actually pretty close to our hotel. The hotel was 30 kilometers away from the stadium Parc Ferme, which translated into a 45-minute drive on a two-lane road through about four different towns. Today I turned it into a foggy hour drive in, and then an hour back out through foggy switchback canyon roads deep in the woods. Yes, I was lost, but going in the right direction. I saw foxes in the woods, deer, and red squirrels as well as black ones. But I timed it right and got to the special test I'd picked on time.

For all the driving, then parking and walking, this test was a big disappointment. It was hilly and long, but laid out over a new-mown cornfield and about as photogenic as a barren gravel pit. Yuck. I hung around for a while trying to make something of it and then moved on to the next spot.

It turned out the next special test I visited was at a ski area, so the view was great, the concessions were good, and there were plenty of people around watching. Better still, the special test was awesome, so I hung out there for the rest of the day. Patches of clear revealed an excellent long view down the slopes, but more often than not the fog would roll in and shut everything down with pea-soup gray.

I was finally realizing that the Six Days was turning over into younger competitors, and lots of my old friends weren't there. The Italian team especially had undergone an overhauling, and the only rider I knew



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on it was Jarno Boano. His brother Ivan was also on the team, but Ivan had crashed big time on the first day and torn a ligament in his shoulder, the one that holds your collarbone down. In true Italian team fashion they taped his shoulder bones back down and sent him out on day two, but it was pointless, he was in too much pain. Jarno was truly unhappy with the new team, and especially the new mechanics, everything. "You know, I am a little of a headcase," he told me, "and I let these things bother me when maybe I shouldn't. But my bike doesn't work as good as it should, nobody is happy to each other on the team, and my hands are getting cold so I can't ride fast. I don't like this cold!" Next year Jarno is hoping to be on a simple three man team, one that he likes, and hopes for a better result then.

But in the mean time there's no more Giovanni Sala on the Italian team. Sala was one of the main reasons I liked to come to the Six Days, to see the Fastestmanalive, but now he's off riding rallies. Same deal with Fabio Farioli and Mario Rinaldi, no more Six Days. Stephane Peterhansel, such a great French rider, he's out of it too, racing cars. It's getting lonely being an old Vet at the ISDE.

Ruminating on such a bleak theme was making me grumpy, so I bought a piece of sausage and found Lindsay at the checkpoint, and we spent our time complaining about toilet paper and rule-changing Czechs. Earlier that morning a marshal alleged that he watched one of our Trophy riders, Brian Sperle, re-fuel his bike without shutting off the engine, in violation of Six Day rules. There was no way, Lindsay told me, because it was at Lindsay's check and they wouldn't allow a rider to fuel with the engine running, and besides that Sperle had eight minutes to spare at the check so why would he do it? Didn't matter, the marshal said it happened and that's all the rule-enforcers



*This is about the sharpest photo we could get of overall winner Samuli Aro. He definitely casts a blurry shadow.*

needed. Sperle was out, dropping the Trophy team to five guys.

The matter was argued for the next two days, even coming down to Lindsay and Drew Smith banging on doors in the jury offices, but when it was all said and done they excluded Sperle and that was it. Made us mad.

We decided that the Czechs had succeeded in making a whole new passel of enemies with this event,

because we weren't the only country getting screwed; we were only one out of about two dozen I think. If this was an East Coast club event, you could bet that the Czechs could look forward to the next couple of seasons starting every enduro on triple-digit numbers.

The whine of a two-stroke alerted us to the rapid approach of Fred Hoess (riding on minute ten) and the 125cc Trophy riders on their second loop, so I went back to take pictures in the rain and watch them all go by, all 400 or so that were left. After that Lindsay and I drove straight to the hotel, in a driving downpour, and helped hold the bar down. We were getting to like the local restaurants, the local beer especially, and it didn't hurt that there were some very pretty girls working in the hotel, and most spoke at least some English. Life was good!

#### Day Four

Way back in the old days, 20 years ago when I first started coming to Six Days, we coined an expression: "Day Five, Czechoslovakia." It always seemed that in the Six Days, in Europe especially, the weather would turn by day five and a previously rideable tough course would turn into everyone's worst nightmare. That year, in 1982, that's what day five turned out to be, it was the back-breaker, the turning point of the event. It was also the only time in history that the American Trophy Team actually won the Six Days. That is, until the Jury took the win away in the meeting that night.

At any rate, this year the rain hammered down all night before day four, and the day four conditions just deep-sixed so many people's rides it was a shame. Wally Palmer was one of the first when a banjo bolt backed off on his rear brake, and in the mud and slop he couldn't figure out what was wrong and holed out struggling to ride the course with no rear brake. Amanda Mastin and Cody Mastin went out with bike

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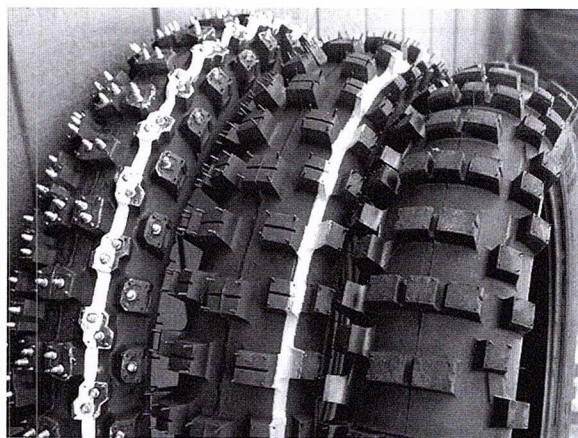
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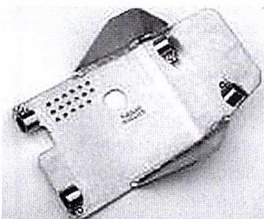
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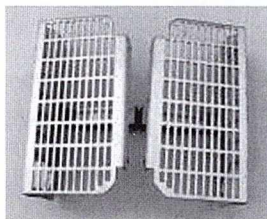


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problems, when Amanda's clutch broke and Cody knocked an oil line loose and blew all the oil out of his bike. Maybe you might catch these oil and brake fluid problems in good conditions, but in the mud and slop it was impossible to tell what nature of wet stuff was dripping off your bike until it was far too late. I hate to see anyone knocked out of competition, but it was especially a shame to see the Mastin's "Family R Us" team go out.

Lance Bross and Eric Croy both had clutch problems and couldn't continue. Tim Taber blew his motor, reducing the Trophy team to four riders. Tom Huber blew a water hose and overheated. Steve Underwood, David Klein, Andy Gutish, and J.D. Hammock holed out just trying to stay on schedule from the late numbers. Ken Tomeo was in the local hospital with a massive contusion and a possible broken leg. So far, the American team had lost 18 riders out of the original 40.

And that was just the American riders!

Finland lost Petri Pohjamo from their Trophy Team on day four, even though the reduction to five members didn't hurt their top standing. The Brits lost Euan McConnell, one of their best riders, on day four. Australia had lost one of their Junior Trophy guys on day one, but they lost all of the rest of them on day four. Same story for the Venezuelan Junior team; all gone on day four.

I went to the ski area special test to take advantage of patches of clearing sky, and the test was a quagmire of late riders. The uphillers were already seriously difficult before, on day four they were unridable for some. I left there and headed for another spot after all the riders came through, and later I heard they bypassed the test in the afternoon because it was impossible to get through. They closed down the cornfield test from the day before as well, just too much mud.

Our teams were doomed, but what Americans were still in the event pressed on for individual glory. Fred Hoess was ticking like a clock, on a 125 that was getting looser by the day. Maintaining the rest of the bike was taking so much time that Fred wouldn't even consider replacing the piston, which the bike obviously needed. "I think I'm a good enough rider that I can get this bike to the finish, who knows," he said. "I mean, I just can't ride fast anymore, it's a good thing I know how to save a bike."

We wouldn't have gone so far as to say that Fred was slow, his times were consistent and strong, even though he was losing three and a half minutes per day to the class leaders. Still, he had come back from his day one troubles and was back on gold medal status again, which was quite a feat. His main heat on the American team was coming from David Pearson, but David got stuck in a bottleneck in the gnarliest part of the cornfield test the morning of day four and wound up dropping at least an extra four minutes, while Hoess amazingly stayed at par for the day. It turned out that Pearson's trouble with the mud dropped him from gold medal status for good, which was a damn shame, he's a great rider.

### Day Five

This was the day of the zombies. After what this week had been like, and especially after the brutal beating in the mud on day four, there were very few riders with any fight left at all. Blank, fatigued faces just trying to get through the day was all we saw out on the course. Even the protesting turned feeble, even though once again the Czechs launched everyone off on a breakneck pace on the paved roads.

The ground was still muddy, for the most part, but the sun finally came out weakly and started to warm things up. The riders had trouble with one horrible mud section that played over and over on the giant



screen TV monitor in the Parc Ferme. Greg Gillian, our sole 250 four-stroke rider on the Trophy Team, seized his engine and had to quit, leaving only three Trophy riders for the red, white and blue—Hoess, Pearson and Schmelzle. The only two Junior Trophy riders left were Jonathon Seehorn and Morgan Crawford, and they were both still riding pretty well.



Lars Valin of the Missouri Mudders gets right in the mix at the final motocross, he came home with a bronze medal.

There was a lot of speculation this week on why the Czechs had set the course up so tight, and why there were so many police on the street. Giving an advantage to the Czech team was always a theory, but if so the Czechs shot themselves in the foot right off the bat. The Czech Trophy team was doomed on the first day when they lost their 125cc rider and one of their 500cc four-stroke riders had bike trouble and lost big time immediately. Their Junior Trophy team was intact and right up there at the start, but frankly they weren't setting blazingly fast times and simply worked their way down the roster as the week went on—no real trouble, just slow riders. The only teams they had any luck with were the Club teams, and though their team looked set for a win, a simple Club team win was not what the host country was looking for.

Whatever their motives, they weren't making any friends. "They're not treating the riders with respect," Drew Smith declared. "That's the one big mistake they're making. These riders are smarter than that, they're all Six Days veterans, and the Czechs are treating them like trash. This is the kind of thing that's definitely going to come back and bite them on the ass."

We watched the riders struggle around the course, get back to the finish and impound for the last time. I felt bad for all the riders who didn't make it this far, but also felt bad for the riders who did. It was a long week of traffic, bad weather and monumental hassles, and I don't think there was a rider out there who wasn't ready to get off the bike and have done with it.

We went out to the pizza place in town and got some really good food. Had a few beers, too, but the conversation was just plain tired. This was not a good event for "wouldas and shouldas," it was a great event for "didn't."

#### Day Six

The riders had an easy day today, just a fairly mellow road ride for 60 miles or so and then impound the bikes at a new secure enclosure at the final motocross. I wasn't in a big hurry to get out there. For

one thing, we had watched them staking out the final motocross track all week, and it was yet another featureless cornfield track about three miles south of town. No real motocross, no jumps or anything, just another 2.5 kilometer cornfield "grass track." Good thing the rain had stopped or it would have been a 2.5k mud bog. Besides that, it was right alongside the main highway coming into town from the south, and before too long we sussed out that they were planning to build the impound and pits, and the public parking as well, right on the highway surface and close the road.

What is wrong with this plan? Well, when you close the main highway—actually the only highway north to south—you're also closing off any way to get there and out easily. Sure enough, when I finally ran out of excuses and meandered down there before the start of

the first race, it was a massive traffic jam. Of course, since the traffic jam was all impatient European drivers and race crews the whole one-line approach to entering the area was a bad idea, so they all raced in and jammed both outgoing and incoming lanes and created a gridlock. Then of course the press parking pass was no good, and we had to pay to park, but there was no place to park. I actually drove around to the other side, got close enough to spit on the pits, but then was told to go back because there was no parking there. I should have heeded the wise words of Taz Harvey, a semi-local, who said "It's better in Czech to beg for forgiveness rather than waste time asking permission."

By the time I got rid of the car Fred Hoess had run his final race and finished, on a bike that was rattling and knocking like a washing machine full of billiard

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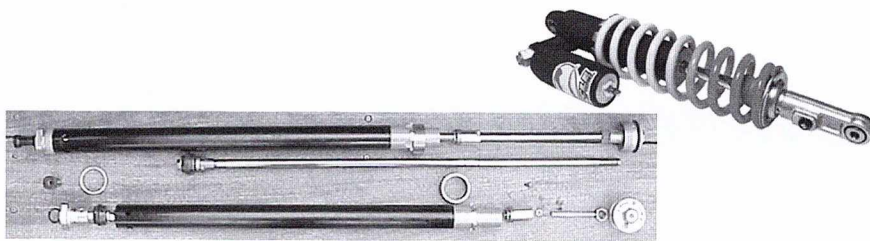
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balls. "I can't believe it finished," he said of his Husky 125, "That's a pretty good bike!" Still, we're not interesting in taking that one home, thanks.

The Czech officials were clicking off the races while I stood near the start and gabbed with Guy Perrett and his lady friend, just having a good time. Some of the Americans were having good rides, some were just finishing the week thankfully. One American rider fooled us all, I think it might have been Darrick Merrill, I'm not sure—it all happened so fast I missed his rider number. But a race was going on and we thought an American rider who was in second—and I think it was John Wells—had won, when an American came around riding a victory lap, hooting and hollering to beat the band. Well, it wasn't really a victory lap, it was just Merrill, who thought he should have won his race, and decided to entertain the crowd! Great fun.

The controversy didn't stop even at the final moto. The night before a number of top teams talked about boycotting the final race, just to not give the Czechs the satisfaction of holding it, but it went on as usual. And still, the Czech marshals were watching everything. One marshal claimed he watched a mechanic install a rear axle in Australian Damien Smith's bike, when all the mechanic did was hand the axle to him—which is perfectly legal. Didn't matter, the marshal's word was gold, and when Damien was stopped from getting his bike before his final moto and told he was excluded, a shouting match started. Ultimately Smith punched out the Czech official, which cheered everyone up a bit. They all deserved it, by then.

But the spectating sucked. A great big corn field with 30,000 people standing alongside the track almost the entire length. I watched a few more motos and said the heck with it. I didn't want to fight the reverse gridlock on the way back out anyhow.

Back at the press room I checked e-mail and said goodbye to the girls working the copy machines. Then I went back to the American work area and figured on waiting around for everyone. Hoess, since he raced one of the first motos that afternoon, was already there. I helped him and Noel get his bike back into the crate, and then we pretty much sat around and relaxed for the first time that week. The riders came in on a regular basis, as soon as they could get away from the moto they rode back to the work area and got in line for the pressure washer. By seven o'clock they would pretty much have every bike and part they cared about packed up and closed back into the container, ready for shipping back to California. The Instant ISDE Kit.

Fred Hoess turned out to be the top finishing American rider, bless his heart. David Pearson never could get back the four or five minutes he lost stuck on day four, and unfortunately the lost time kicked him to silver. Hoess was the only American rider to finish the event on gold metal status. I accused him of a mid-life crisis. How else do you explain two national wins in a month, and then a top finish at the ISDE, at 36 years old?

The Finns won the World Trophy, of course, and the French battled long and tough for the Junior Trophy win. The Czechs only managed a club team win for all their trouble. Our Ridge Riders M.C. club team was the top finishing American club team, with Eric Bailey, Luke McNeil and John Yates riding. The American Trophy Team finished up in 16th place, while the American Junior Trophy finished in 12th. Not a very good year for race results.

But you know, I had fun. To me it was a typical Six Days, full of controversy, strife, struggle, moments of clarity and hours of confusion. And like I said the food was good. And the beer was excellent. ▲

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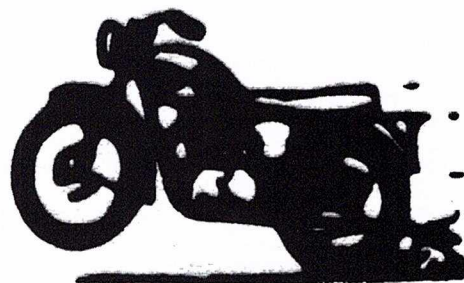


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Really, Moch M.C. got their start by hosting the World Police and Fire Games. I can see further disbelief in your face. Why would a fine organization like the WPFM want Team Scrapple to host their international races? Frankly, we got the job out of default because no one else wanted to do it. Sure, other established clubs were interviewed, but by some twist of fate Team Moch got the nod.

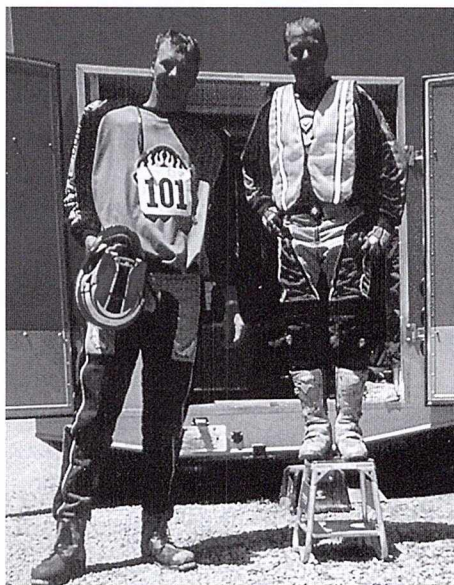
The Games were a grand success, and that is totally because of the spirit Team Moch has. The Games were held on a military base in Indiana, the MX track was sketchy at best. Parking was a mile from the track. Dust was a problem, heat was a problem, military protocol was a problem, and dealing with the bomb squad was a problem. Problems and inconvenience waited around every corner for the participants. But through it all the Mochmen had high spirits and weren't going to let a little dust and a few old bombs ruin their fun. This spirit carried over to the competitors and most everyone had a great time.

The Games were such a success that Moch's future looked good for riding on the base. Big plans were made, big plans. Moch proposed to the military a long range plan of constructing enough trails to host the ISDE in the future. The military said "Okay." They were impressed by Moch's lofty ambitions and long term vision. Moch just needed a long range plan to keep them riding on the base for a long time. Then it all came tumbling down on September 11, 2001. The gates were closed, end of that dream.

Then by another twist of fate, Mochman John Moore was riding his bike in another club's event and happened to start a conversation with one of the land owners. The land owner wanted to do more motorcycle events but the more established club was unwilling. John said: "We'll do it!" And so it goes. Moch has a new home.

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A date was picked and a plan was made, full steam ahead. Moch used some of the existing trail, some of it is very easy and you could ride a street bike around it, so Moch arrowed this loop with green arrows, the easiest loop. Next Moch laid out a harder loop and marked this with blue arrows for "more difficult." Then, and this is the part we all like, they



*Mike Lafferty (R) current Enduro Champ poses with Rick Smits, retired Indiana Pacer, at the Moch ISDE School. Mike is actually a lot taller than he looks....*

laid out an expert loop. Heavily inspired by the side hills of Idaho, Moch laid out a loop using black arrows meaning "most difficult." Sound confusing? Then add in the orange arrows for the mini bikes and some red arrows for spectators, then the rest of the rainbow in other club's arrows marking past events. Pity the color blind. Then there was all those stolen real estate signs painted white and yellow. Instructions were to ignore the orange ribbon and not put your feet down between the blue and the red ribbons. One last thing, stay on the outside of the yellow ribbon. Ready? GO!

No, actually it was pretty simple, remember this is a trail ride and not a race. Moch had eliminated most of the knuckle heads with the strict rules about a quiet bike and a helmet. Using the club's web site, [www.teammoch.com](http://www.teammoch.com), all this had been communicated to the riders beforehand. To ease the bitter pill of following the rules Moch titled the event as an ISDE school. Okay, now you're stretching it, cried the naysayers. Well, if you put the word "school" in or near a title of something you eliminate another big slice of knuckleheads. Sorry, this is private property and Moch is responsible for everyone's safety, and for keeping peace with the neighbors. If this event had turned into a Big Gun on the rev limiter, no shirt no shoes free for all, Moch would not have been invited back like. They were, so I go on.

Moch M.C.'s mission statement has some bla bla bla, then "To help promote Indiana riders going to the ISDE." Then some more bla bla bla. On top of that, ISDE veterans ride FREE. Yes, if you have competed in the ISDE—you don't even have to finish, just try the big one, and you ride Moch events free for life.

That's probably some kind of world record in itself. It worked. Five ISDE veterans showed up and we put them to work.

The very best was when Jeremy Garber was informed that he would lead off the group. When he realized he was going to have to decipher the green, blue, orange, yellow, black, white, the other kind of yellow, while ignoring the orange and not putting his feet down between the red and blue, he got a very anxious look on his face and was well worth the price of admission.

Troy Smith, winner of the Valencia cup at the Spanish ISDE, helped with the riding school. Troy had worked out about a twenty minute briefing with take-home notes to study. He sped through bike set up, standing, sitting, turning, starting, and stopping. Students could only hope to glean the highest points, but if the notes were studied and practiced later, students got a first rate education.

Ten minutes before the riders meeting, the whole plan came together. Michael Lafferty pulled up in his new rig. He wasn't really after the free admission, he was on his way to the Kentucky GNCC the next day and wanted to test ride his bike a little. The new truck is "awesome," to quote Michael. Part truck, part living quarters, part garage, it is easily the most lavishly appointed trans-vessel on pit row.

Michael was with Alan Randt, a multi time ISDE vet himself. Well, they stole the show and each spent all morning shaking hands and answering questions. Later they agreed the free admission was a trick.

Allen had to do some adjustments of Michael's forks and there were about four smart guys who watched his every move. Allen is most knowledgeable in the KTM and these guys knew that. They were learning from the master.

The trail system was easy, Moch guys were at the major intersections and things could not have worked out better. They had no injuries reported, there were only a couple of places where the trail got torn up and needed fixing. No neighbors complained and most importantly Gary Bartell, the land owner, got on the bullhorn and invited everybody back! Whoo hooo!

But before we go, Moch wants to thank its sponsors. Okay, that's a short list, but we do want to thank Michael and Allen and give a good plug to KTM and Enduro Engineering. We want to say hey to our buddy Buck who helped us buy trophies. Thanks go out to the Dreyers and Gary up at Moose, and all the guys up at Works Enduro Rider. Moch wants to thank local trials junkie Jim Zuroske for setting up a trials section using red and blue ribbon. Moch wants to thank Trail Rider Magazine for the free color advertisement and the space for these humble words. Moch wants to thank the Brown County police for not showing up in force, in riot gear.

A special thanks go to the Bartell family for inviting us on their property, we hope to have a bright future with them. A hats-off to all the Moch guys, job well done. Now back in the package, Scrapple. Ride on! ♣



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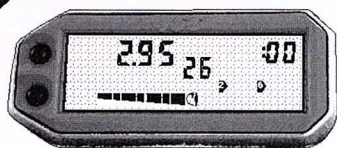


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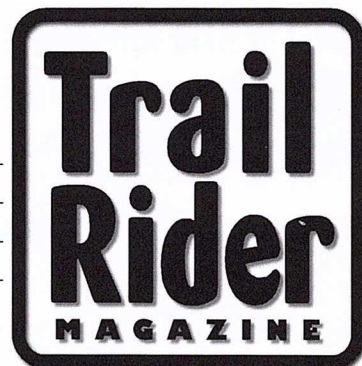
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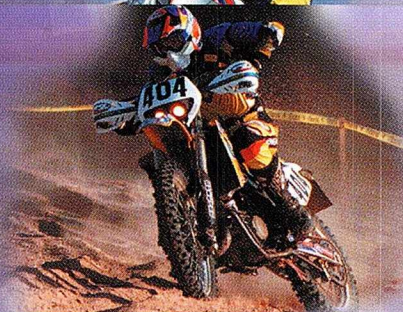
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by Ed Hertfelder

## The Promoter

**A** writer, any writer, whose screed is exposed to a great many readers on a regular basis is occasionally approached by folks looking for some free advertising. Publishers know all about these "perks" and use this knowledge to keep writers in cheap clothes, ratty vehicles and short bank accounts. A sterling character, like myself, wouldn't dare write about some off-the-wall new development but, after a proper test I might just tell people if I thought the product was any good.

For a while these people, different people, were sending me cute plastic cut-outs shaped like bare feet, toes and all. There was a hole drilled in the heel and the idea was to tie the thing to a length of string, drop it to the ground under your side stand to keep it from sinking, gracefully or otherwise, into soft sand, cheap asphalt, dried cow flop or whatever. I suppose you were to tie the string to the motorcycle so you wouldn't forget the cute little foot when you drove off.

They were too cute by half for this grungy trail rider to carry around, and I continued to slide a stomped-on beer can in my jacket pocket for the rare emergency when there were no trees to lean the motorcycle against. Besides, I could easily imagine forgetting the thing until it wrapped itself, toes and all, around my countershaft sprocket. The countershaft sprocket guard, because it trapped so much mud and vegetation, was the first thing I took off a new motorcycle after trimming the handlebar ends back to a more woods-worthy width.

One fellow sent me a map holder that was clear plastic and designed to be wrapped around a forearm. This was a marvelous idea for those of us cursed with bi-focal glasses, as you could adjust the map to the correct lens area where you could read the fine print. I've seen touring-type riders wearing these map holders but I'm afraid they had a life expectancy of minutes when brush-bucking around a jam-up on a trail ride. I tried to use the thing by slicing a dual-sport route sheet into arm width strips and lining them up, left to right, in the holder but I kept losing my place as I tried riding one-handed over stuff I shouldn't have.

A real entrepreneur with plenty of capital contacted me with a remarkable plan. This fellow had an advertising scheme all worked out that went like this: all of the motorcycle riding gear ads featured the very best riders in the country. This fellow was promoting riding gear designed for the WORST riders because they really needed the best to protect them when they hit the ground, or trees, or briar thorn vines or whatever. He really took me as the accredited, very worst trail rider in the world. This, of course, is true. I agreed to test his proposed clothing and

take some photos along the way.

Looking back on this scheme I think this fellow was overly influenced by the official New Jersey WORST license plate on my motorcycle. Plus he had somehow gotten photos of me on my motorcycle at the Alligator enduro after someone had clamped a full-size rubber alligator on my left leg. Maybe he intended to advertise his riding gear as alligator proof but the scheme went nowhere.

Perhaps the most expensive thing I ever received, and one I really did my best to promote, was a motorcycle seat! No reader of this magazine will deny that my Honda XR650L has a less than stratospheric seat height. It has to be—when you have a ground clearance of eleven inches, and a suspension stroke of twelve inches front and rear, the designers were already in trouble. Shoehorning a really tall engine, with an even taller over-head cam head on top means the gas tank and seat have to be far enough from the ground to cause nose bleed..

Keep in mind that I ride one of these things and I consider it one of the best two-up trail riding machines in existence. The seat height never scared me as I've ridden motorcycles with higher seats. One year I competed on a Husky WR which was a real "crotch stretcher." I don't recall the seat height because I never wanted to actually KNOW the seat height. The year they had a BMW new model introduction just down the "wash" from my ranch, (read: adobe desert shack) Jimmy Lewis brought along a Paris-Dakar Beemer that a normal person could only mount with the help of an extension ladder.

So when I saw the first mention of a proposed lower seat for the big 650L I wrote to the Corbin folks to see if I could buy the first one. They sent the seat no charge; it brought tears to my eyes. The seat was REALLY lower and I turned myself

into the hardest working Corbin seat salesman east of California.

Time after time, whenever a rider on another XR650L stopped near me, I would dismount, grab the other motorcycle's handlebar, and tell the rider to swing a leg over my Honda. The look on their face as they settled into the new "feet-flat-on-the-ground" position was priceless.

At dual-sport events I would look for 650L riders at gas and lunch stops and steer them over to my motorcycle for a test sit. I usually didn't bother riders if I had to tip my helmet back to see their faces as some of these giants had legs longer than six feet and could probably sit comfortably on anything smaller than a steam locomotive. The little short-legged guys from West Virginia went nuts over the lower seat. Don't know how many Corbin seats I actually sold but I do think that Mr. Corbin got his money's worth from the one he sent me.

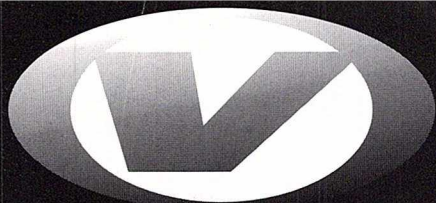
After I'd been doing my "seat sit" testing for maybe 18 months—and I did a LOT of it, one rider refused to get off his Honda as I stood there holding his and my motorcycles by the handlebars. We were waiting in line for the ferryboat at the Alligator dual sport in Florida's killing heat and humidity. No one in that steaming line was in a really good mood as the cold drinks were all on the other side of the river and the ferry boat had just left, slowly.. "Listen Hertfelder," the grumpy, overheated, sweat-streaked rider growled, "you got me to sit on your damn motorcycle in New Hampshire, Pennsylvania, New Jersey, West Virginia and Ohio. Now leave me the hell alone, will ya?" Some people are a really hard sell.

—Ed Hertfelder

*Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Want a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ⬆*







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